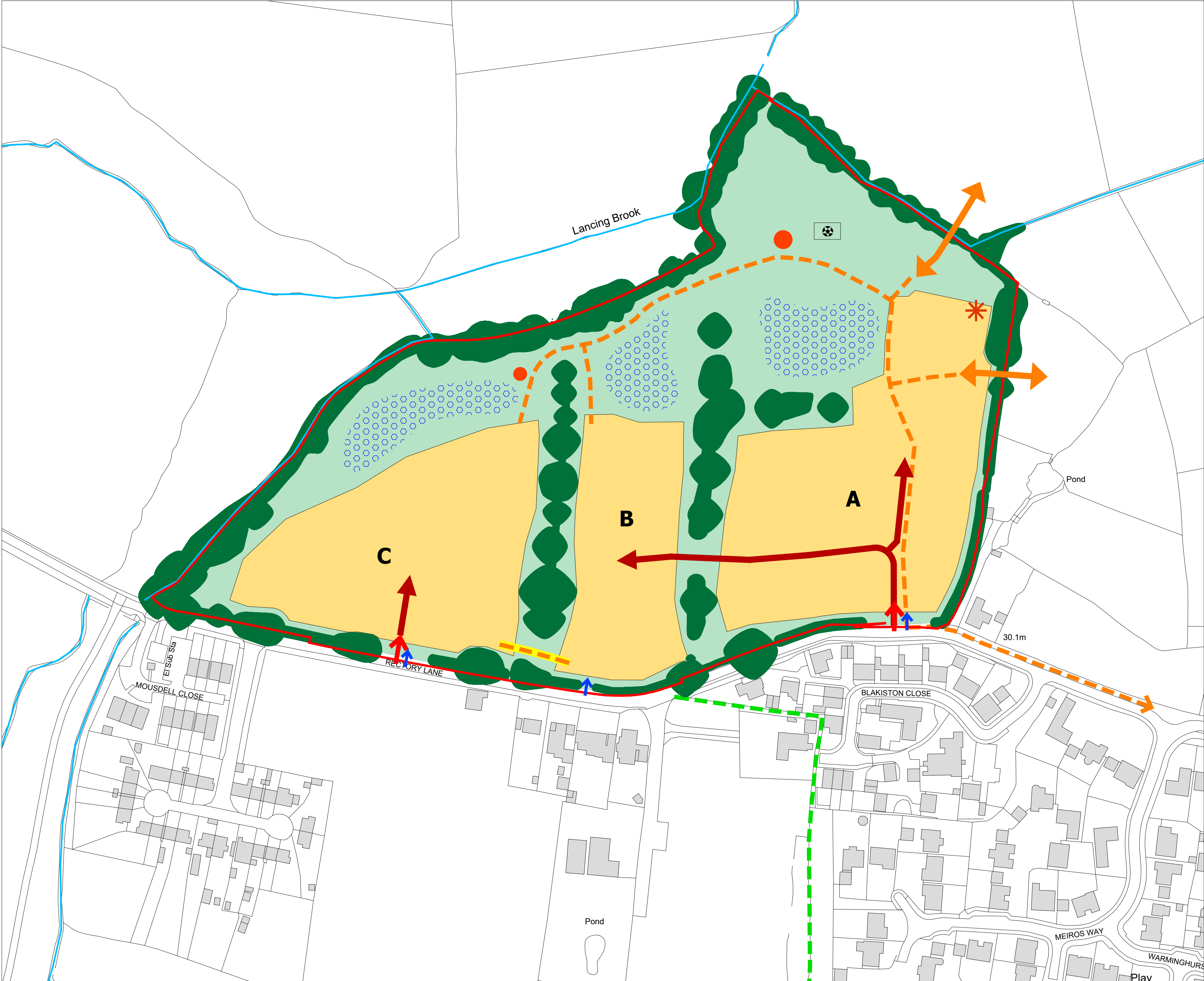


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	M/C	CAR	LGV	OGV1	OGV2	PSV				M/C	CAR	LGV	OGV1	OGV2	PSV				M/C	CAR	LGV	OGV1	OGV2	PSV				M/C	CAR	LGV	OGV1	OGV2	PSV				M/C	CAR
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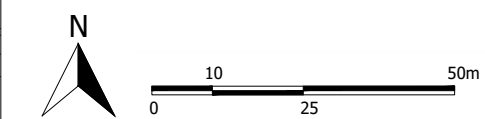
[illegible]

Appendix E Indicative Framework Masterplan



Date 07/07/26 Rev. E Revisions Red line change at access points

- Site Boundary
- Proposed access points
- Pedestrian/cycle link to the site
- Indicative access route
- Indicative emergency access corridor
- Indicative active travel route
- Indicative active travel connection to wider allocation (ASN2)
- Existing Public Right of Way
- A Residential development area including access/circulation, incidental open space, playspace and SUDS (incl. reference letter)
- Green infrastructure to include public open space, tree planting, landscape, SUDS and access/circulation
- Existing watercourse/drain retained
- Indicative location of SuDS
- Existing planting to be retained
- Indicative location of children's play
- Indicative location of informal kickabout space
- Indicative location of pumping station

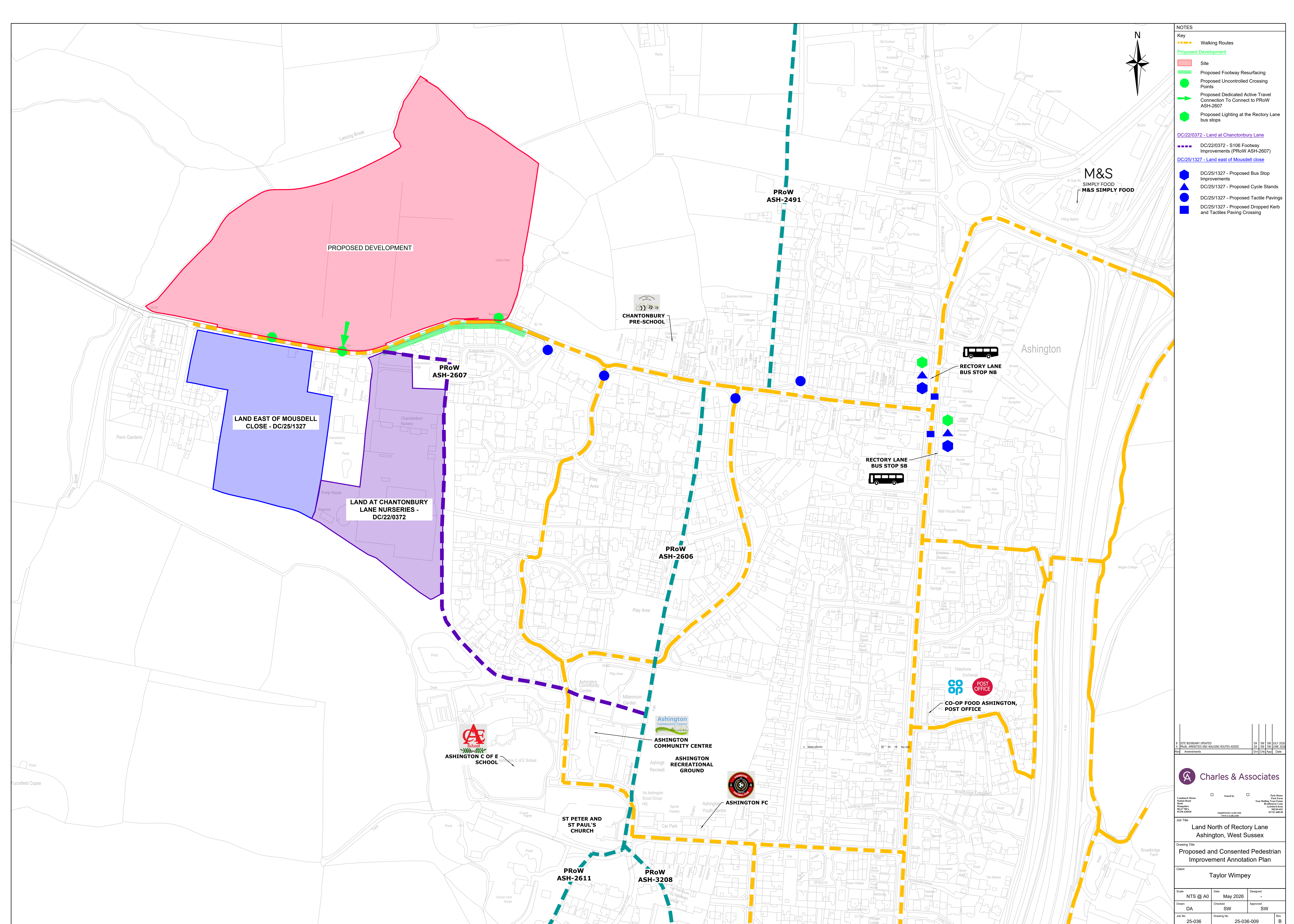


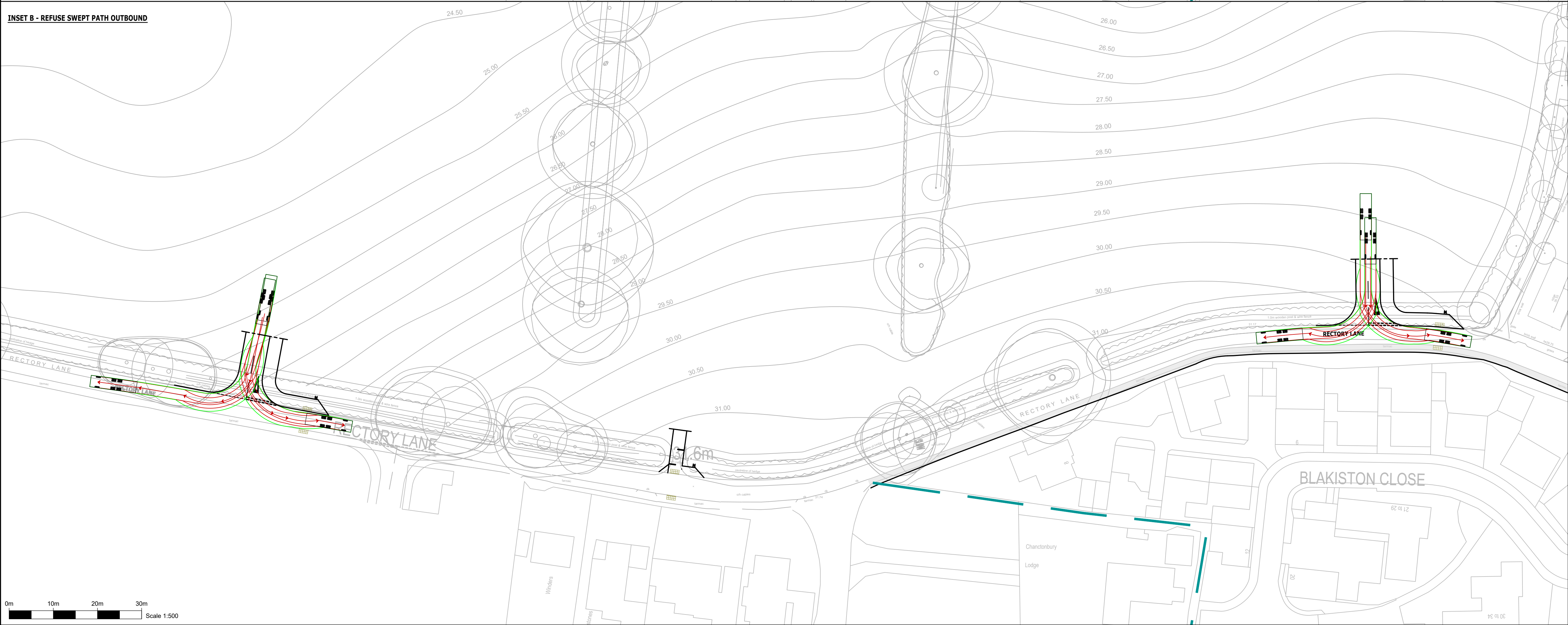
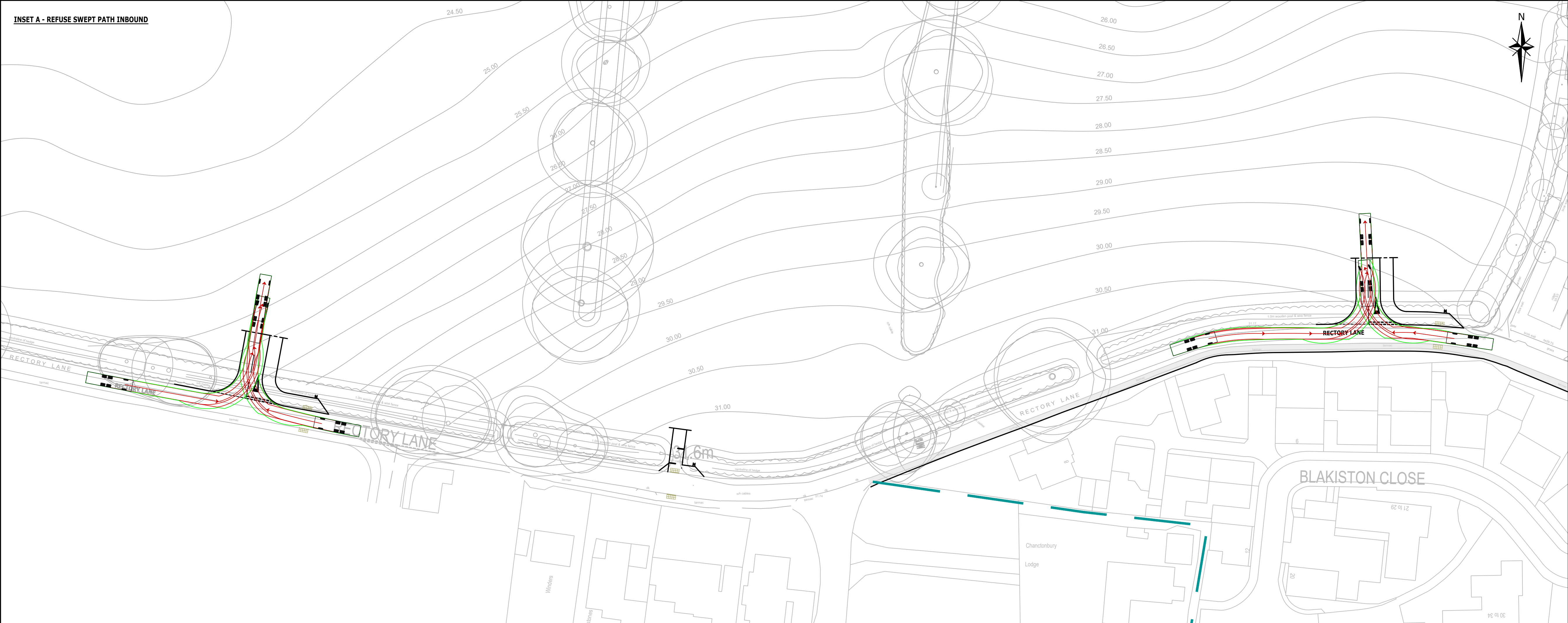
Project		
Land north of Rectory Lane		
Ashington		
Title		
Outline Masterplan (Parameter)		
Job	Drawing No.	Rev.
26001	06	E
Drawn	Scale	Date
TS	1:1250@A2	07/2026



37 Stoke Fields, Guildford, GU1 4LT, Tel 07887 743567
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Appendix F Highways Drawings





NOTES

10.50
1.66 4.25

Mid Sussex Refuse Vehicle

meters

Width : 2.60
Track : 2.53
Lock to Lock Time : 4.0
Steering Angle : 23.3

Rev A: UPDATES FOLLOWING STAGE 1 RSA COMMENTS

Rev Amendments

DM SW SW Date

DM CHK App Date

Charles & Associates

Landmark House
Station Road
Hock
Hampshire
RG27 9HA
01753 630420

enquiries@cc-a.uk.com
www.c-a.uk.com

Park House
Park Farm
East Malling Trust Estate
Broadstone Lane
Aylesford
Kent
ME20 6SN
01752 448120

Job Title

Land North of Rectory Lane
Ashington, West Sussex

Drawing Title

Proposed Site Access
Refuse Swept Paths

Client

Taylor Wimpey

Scale 1:500 @ A1

Date Mar 2026

Designed DA

Drawn DA

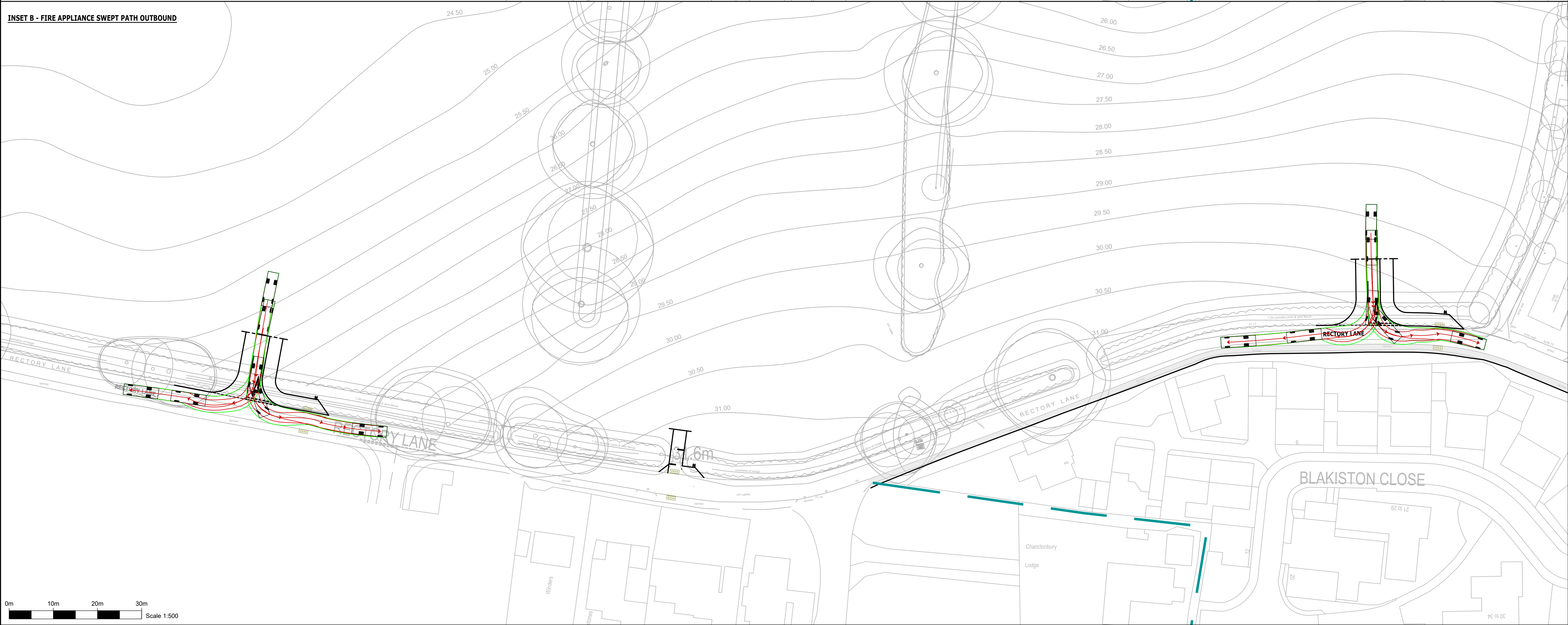
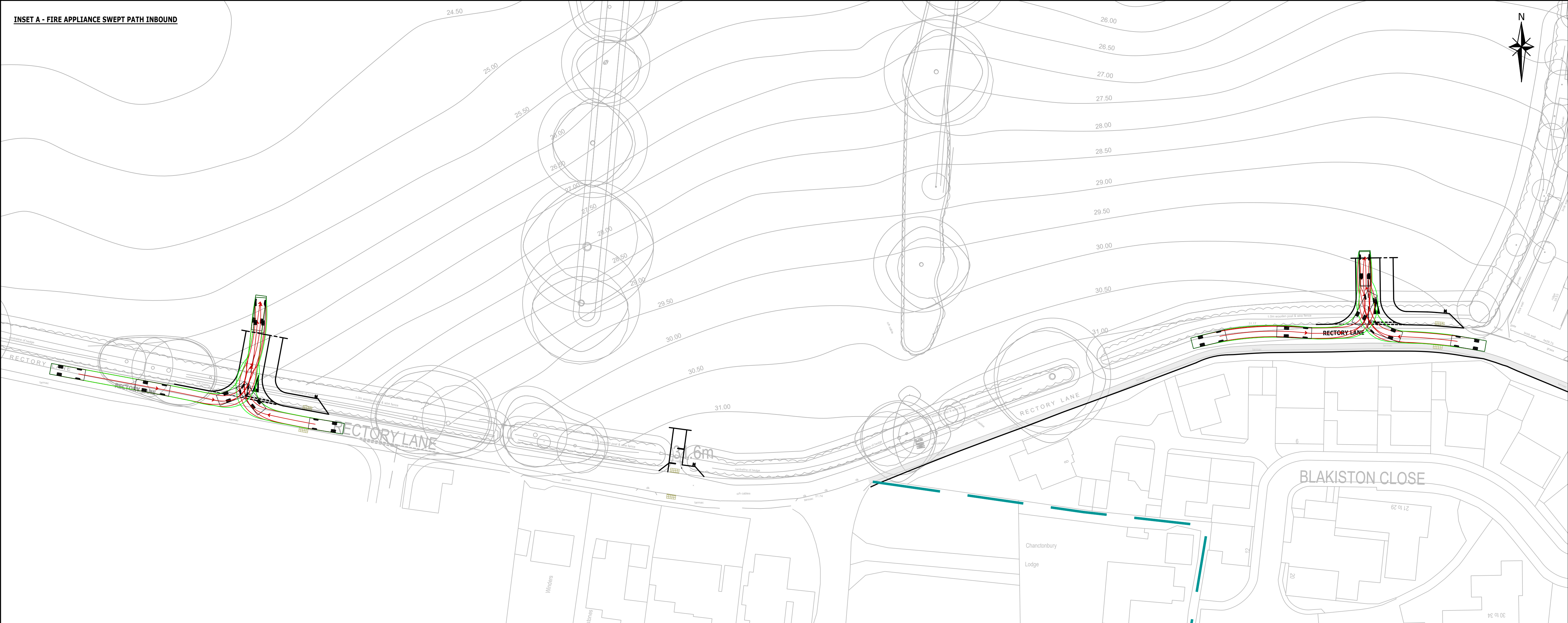
Checked DH

Approved SW

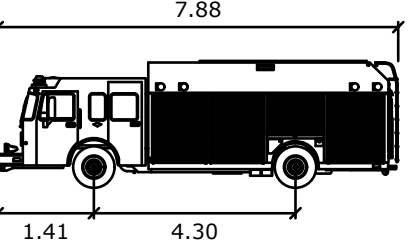
Job No 25-036

Drawing No 25-036-011

Rev A



NOTES



Fire Appliance Scania Emergency One

Width : 2.45 meters
Track : 2.45
Lock to Lock Time : 6.0
Steering Angle : 33.7

A. UPDATES FOLLOWING STAGE 1 HSA COMMENTS		DH	SW	SW	July 2026
Rev	Amendments	Dm	Chk	App	Date

 **Charles & Associates**

☒ Issued by ☐ Park House
Landmark House
Station Road
Hook
Hampshire
RG27 9HA
01753 630420

enquiries@cc-a.uk.com
www.c-a.uk.com

East Malling Trust Estate
Brookside Lane
Aylesford
Kent
ME20 6SN
01752 448120

Job Title

**Land North of Rectory Lane
Ashington, West Sussex**

Drawing Title

**Proposed Site Access
Fire Appliance Swept Paths**

Client

Taylor Wimpey

Scale	1:500 @ A1	Date	May 2026	Designed	DA
Drawn	DA	Checked	DH	Approved	SW
Job No	25-036	Drawing No	25-036-015	Rev	A

Appendix G Stage 1 RSA and Designer's Response



EC ROAD SAFETY LIMITED
audits@ecroadsafety.co.uk
www.ecroadsafety.co.uk

**Rectory Lane
Ashington
West Sussex**

Development Site Access Arrangements

Stage 1 Road Safety Audit

Report No. EC/2026/06/CA1

June 2026



Prepared by:

EC ROAD SAFETY LIMITED

Tall Trees
Downe Road, Keston, Kent
BR2 6AD
United Kingdom

AUTHORISATION SHEET

Overseeing Organisation West Sussex County Council
Design Organisation: Charles & Associates
Project: Development Site Access Arrangements
Address: Rectory Lane
Ashington
West Sussex

PREPARED BY

Name: Vinny Rey
Position: Road Safety Auditor
Date: 15 June 2026

AGREED BY

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 16 June 2026

AUTHORISED FOR ISSUE

Name: Paul Nevard
Position: Director – EC Road Safety Limited
Date: 17 June 2026

DISTRIBUTION

Organisation	Contact	Date	Copies
Charles & Associates	Dipendra Awasthi	17/06/2026	ecopy

1. INTRODUCTION

1.1 General

- 1.1.1. EC Road Safety Limited has been commissioned by Charles & Associates to undertake a Stage 1 Road Safety Audit on the Development Site Access Arrangements forming part of the proposed development at Rectory Lane, Ashington, Kent.
- 1.1.2 The Road Safety Audit was produced for Dipendra Awasthi of Charles & Associates on behalf of (overseeing organisation): West Sussex County Council. The Design Organisation for the scheme is Charles & Associates. The Client for the scheme is Taylor Wimpey.
- 1.1.3 The Audit Team membership was as follows:

Audit Team Leader

Vinny Rey Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, NH RSA Cert. Competency

Audit Team Member

Paul Nevard Road Safety Engineer – EC Road Safety
MCIHT, MSoRSA, NH RSA Cert. Competency

- 1.1.4 The Audit Team was approved by Dipendra Awasthi of Charles & Associates.
- 1.1.5 The Audit took place at the offices of EC Road Safety in June 2026 and comprised an examination of the information provided by the Design Organisation and listed in Appendix A, plus a visit to the site of the proposed scheme. The Audit was undertaken in accordance with the email instruction, and the report has been prepared with reference to the Design Manual for Roads and Bridges (DMRB) GG 119 (revision 2.0.1) with exceptions set out in paragraph 2.4.
- 1.1.6 The Audit Team visited the site together on Friday 12th June 2026 between 10.00am and 10.30am. The weather during the site visit was fine and dry. The carriageway surface was dry. Traffic flows were low and traffic speeds were observed to be low. Low pedestrian movements were observed during the time of the site visit. No cyclist movements were observed at the time of the site visits.
- 1.1.7 No details of street lighting, drainage, levels, strategic signing or collisions have been provided. These issues are not, therefore, considered further in this report except where it is considered that the absence of them could contribute to a road safety concern.
- 1.1.8 The location of any problems raised can be found within the report, photographed for reference, or referenced in Appendix B of this report. If no problems are identified, only a location plan will be provided for reference in Appendix B.
- 1.1.9 A Road Safety Audit Response log has been provided in Appendix C; this may assist the designer in appropriately documenting all subsequent decisions regarding Road Safety Audit comments raised within this report.
- 1.1.10 The Road Safety Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria. This Road Safety Audit has not considered structural safety or checked for compliance to standards. This safety audit does not perform any “Technical Check” function

on these proposals. It is assumed that the Design Organisation is satisfied that such a “Technical Check” has been successfully completed prior to requesting this safety audit. Design Organisations are responsible for ensuring that their designs have been subject to the appropriate design reviews (including where applicable, Non-Motorised User (NMU) Audits) prior to Road Safety Audit.

- 1.1.11 This Road Safety Audit has been undertaken based on the Road Safety Audit Team's previous experience and knowledge in undertaking Accident Investigation, Road Safety Engineering and Road Safety Audits. No member of the Road Safety Audit Team has had any previous input to the design of the scheme. The audit has been carried out with the sole purpose of identifying any features of the design that should be removed or modified to improve the safety of the scheme. The problems identified have been noted in this report together with recommendations for safety improvements, which should be studied for implementation.

2 ITEMS CONSIDERED

2.1 Scheme Proposals

- 2.1.2 The scheme consists of two new access points to serve a residential development on land at Rectory Lane, Ashington. The first access is to be located approximately 65m west of the junction with Blakiston Close consisting of a simple bell mouth junction arrangement with a 5.5m wide access road serving the development, the access road to have a 3m wide shared footway / cycleway on the eastern side connecting to Rectory Lane with an informal crossing arrangement provided on Rectory Lane. The second access is to be provided located approximately 35m west of the proposed site access for land east of Mousdell Close, consisting of a simple bell mouth junction arrangement with a 5.5m wide access road serving the development, the access road to have a 3m wide shared footway / cycleway on the eastern side connecting to Rectory Lane with an informal crossing arrangement provided on Rectory Lane. A 3m wide connection is proposed opposite the property named Karoja, the connection to have an informal crossing arrangement on Rectory Lane. Footway surfacing is proposed on the existing southern footway on Rectory Lane just east of the link eastwards to a point just east of the eastern site access. Visibility splays in accordance with the Manual for Streets calculation for Stopping Sight Distances have been provided at all access and pedestrian crossing points using measures 85th percentile speeds, with vegetation and planting to be relocated beyond any required splays.
- 2.1.3 The scope of the audit relates to the Development Site Access Arrangements associated with the proposed development at Rectory Lane, Ashington.
- 2.1.4 Information that has been provided to the Audit Team, for the purpose of this audit, is as outlined within Appendix A of this report. The information includes a design drawing.

2.2 Purpose of Scheme

- 2.2.2 The purpose of the scheme is to provide a Development Site Access Arrangements at Rectory Lane, Ashington.

2.3 Departures from Standards (Design)

- 2.3.2 The Audit Team has not been advised of any design departures from standards.

2.4 Departures from Standards (Audit)

- 2.4.2 The Road Safety Audit has been produced with reference to DMRB – GG119 – Road Safety Audit with the following exceptions:
- A formal Road Safety Audit brief approved by West Sussex County Council has not been provided to the Audit Team, however the Audit Team received all relevant background data and information and therefore did not consider that the lack of a formal brief would compromise the production of a Road Safety Audit for these proposals.

3 PROBLEMS IDENTIFIED IN PREVIOUS ROAD SAFETY AUDITS

No previous Road Safety Audits have been provided to the Audit Team for consideration.

4 ITEMS RAISED AT THIS STAGE 1 ROAD SAFETY AUDIT

4.1 PROBLEM

Location: Shared footpath / cycle path and active travel link

Summary: Lack of continuity and connectivity increases the risk of cyclist injury.

Detail: The plans indicate shared footpath / cycle path links but the continuity of the route upon exiting the development remains clear. A lack of continuity and clear and comprehensible route for cyclists increases the risk of collisions with vehicles on Rectory Lane, as cyclists attempt to join the carriageway from the development site.

RECOMMENDATION

It is recommended a clear and comprehensible route for cyclists is provided as part of detail design. The design should include necessary transitions between carriageway and footway surfaces, with signing and road markings as deemed necessary.

4.2 PROBLEM

Location: Proposed active travel link

Summary: Proposed alignment increases the risk of cyclist injury.

Detail: The plans indicate that the active travel link will join Rectory Lane with a straight section of shared footpath / cycle path link. The straight alignment increases the risk of cyclists travelling at speed attempting to join Rectory Lane without establishing priority or finding suitable gap in traffic, with consequent risk of cyclist injury.

RECOMMENDATION

It is recommended that measures are introduced to reduce cyclist speeds on the active travel approach to Rectory Lane. Measures may include (but not limited to) a stagger or physical measures such as barriers.

4.3 PROBLEM

Location: Rectory Lane

Summary: Lack of illumination increases the risk of darkness related collisions.

Detail: No details of illumination or street lighting have been provided. Whilst it is appreciated that it is a Stage 1 Road Safety Audit, the proposal will result in three new accesses onto Rectory Lane. The new accesses coupled with the current development on land east of Mousdell Close will result in an environment that feels more like an urban environment where street lighting would be expected. The development will result in an increase in vehicular traffic, cyclist and pedestrian movements, and the lack of illumination may result in an increase in dark time related collisions between users of the development site and road users on Rectory Lane.

RECOMMENDATION

It is recommended that an illumination and lighting assessment is undertaken by a suitably qualified street lighting engineer, improvements to the illumination and street lighting should be included as part of the detailed design as deemed necessary.

5 AUDIT TEAM STATEMENT

We certify that this audit has been carried out in accordance with GG 119 (revision 2.0.1).

Audit Team Member

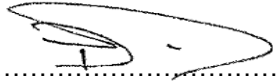
Vinny Rey
BEng (Hons), MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Auditor

Signed: 

Date: 15th June 2026

Audit Team Member

Paul Nevard
MSc, BA (Hons), CMILT, MCIHT, MSoRSA
NH RSA Cert Comp.
Road Safety Engineer
Director EC Road Safety

Signed: 

Date: 16th June 2026

EC Road Safety Limited

Tall Trees
Downe Road,
Keston,
Kent
BR2 6AD
United Kingdom

Tel: 07508 76 76 96

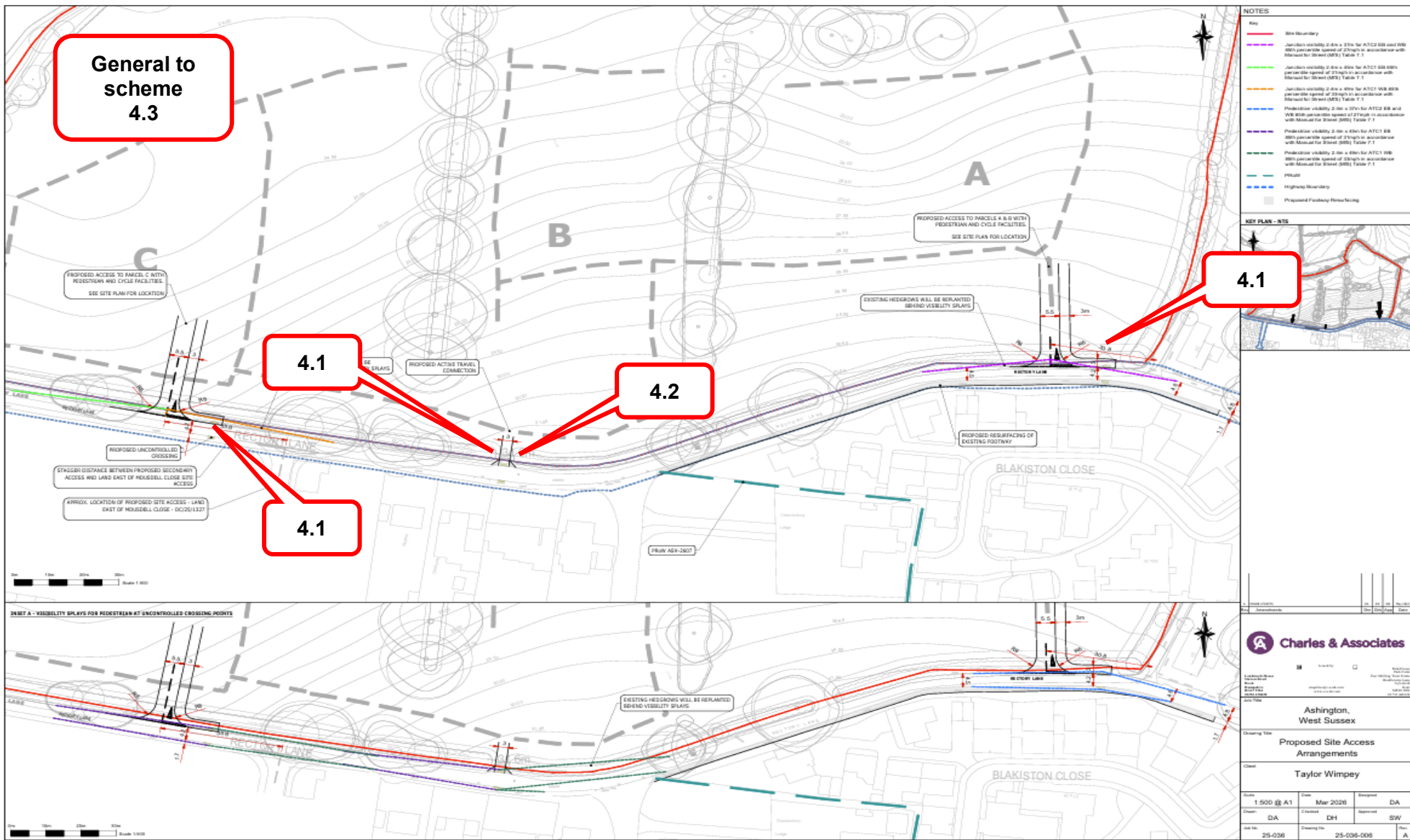
APPENDIX A
INFORMATION PROVIDED

List of information provided:

Drawing Reference Number	Revision	Drawing Title
25-036-006	A	Proposed Site Access
25-036-011 Proposed Site Access - Refuse Swept Path	A	Swept Path Plan

APPENDIX B

PROBLEM LOCATION PLANS



APPENDIX C: ROAD SAFETY AUDIT RESPONSE LOG

Report Title:	RSA Stage:
Location:	Date:
Prepared by:	Document Reference:
On Behalf of:	

Original RSA Report Ref:	Date:
Compiled by: Paul Nevard and Vinny Rey	
On behalf of: EC Road Safety Limited	

Key Personnel

Overseeing Organisation:
RSA Team: EC Road Safety Limited – Paul Nevard and Vinny Rey
Design Organisation:

Road Safety Audit Decision Log

Prob No:	Location / Summary	Recommendation (summary)	Design Organisation Response	Overseeing Organisation Response	Agreed Action in Response to RSA
	Location: Summary:				
	Location: Summary:				
	Location: Summary:				



Charles & Associates

LAND NORTH OF RECTORY LANE, ASHINGTON, WEST SUSSEX

Designer's Response to the Stage 1 Safety Audit

Project No. 25-036

July 2026

LAND NORTH OF RECTORY LANE, ASHINGTON, WEST SUSSEX

Designer's Response to the Stage 1 Safety Audit

**C & A Consulting Engineers
Park House
Park Farm
East Malling Trust Estate
Bradbourne Lane
Aylesford
Tel: 01732448 120
Fax: 01256 324943
enquiries@c-a.uk.com**

**Project No. 25-036
July 2026**

DOCUMENT CONTROL SHEET

REV	ISSUE PURPOSE	AUTHOR	CHECKED	REVIEWED	APPROVED	DATE
-	Issue	DA	DH	SW	SW	08/07/2026

DESIGNER'S STATEMENT

C & A Consulting Engineers have prepared an access proposal for a development at Land North of Rectory Lane, Ashington, West Sussex. The Stage 1 Road Safety Audit was conducted on the design shown on drawings 25-036-006 Rev A – Proposed Site Access and 25-036-011 Rev A – Swept Path Plan.

The audit was undertaken by EC Road Safety Ltd., and the Auditor Team identified a few issues. I have considered the issues and problems raised in the Safety Audit and have appended my comments, which set out:

- the changes to the design which I propose to make, or
- the reasons why I do not propose to make any changes.

Signed: Dipendra Awasthi

Date: July 2026

SAFETY ISSUES RAISED AT PREVIOUS AUDITS

No previous safety audits were submitted for assessment.

Audit Team No.	Audit Team Observation	Audit Team Recommendation	C&A Designers Response	Client Comment
4. Items raised at this Stage 1 Road Safety Audit				
4.1	Problem Location: Shared footpath / cycle path and active travel link. Summary: Lack of continuity and connectivity increases the risk of cyclist injury. The plans indicate shared footpath / cycle path links but the continuity of the route upon exiting the development remains clear. A lack of continuity and clear and comprehensible route for cyclists increases the risk of collisions with vehicles on Rectory Lane, as cyclists attempt to join the carriageway from the development site.	Recommendation: It is recommended a clear and comprehensible route for cyclists is provided as part of detail design. The design should include necessary transitions between carriageway and footway surfaces, with signing and road markings as deemed necessary.	Agree/Disagree: Diagram 966 signage for pedal cyclists rejoining the carriageway to be provided, as illustrated on Drawing 25-036-006 Rev C. Detailed Road markings to be provided during the detailed design stage.	
4.2	Problem Location: Proposed active travel link. Summary: Proposed alignment increases the risk of cyclist injury. The plans indicate that the active travel link will join Rectory Lane with a straight section of shared footpath / cycle path link. The straight alignment increases the risk of cyclists travelling at speed attempting to join Rectory Lane without	Recommendation: It is recommended that measures are introduced to reduce cyclist speeds on the active travel approach to Rectory Lane. Measures may include (but not limited to) a stagger or physical measures such as barriers.	Agree: Physical barriers to be provided at the approach to Rectory Lane, as illustrated in Drawing 25-036-006 Rev C.	

	establishing priority or finding suitable gap in traffic, with consequent risk of cyclist injury.			
4.3	Problem Location: Rectory Lane. Summary: Lack of illumination increases the risk of darkness related collisions. No details of illumination or street lighting have been provided. Whilst it is appreciated that it is a Stage 1 Road Safety Audit, the proposal will result in three new accesses onto Rectory Lane. The new accesses coupled with the current development on land east of Mousdell Close will result in an environment that feels more like an urban environment where street lighting would be expected. The development will result in an increase in vehicular traffic, cyclist and pedestrian movements, and the lack of illumination may result in an increase in dark time related collisions between users of the development site and road users on Rectory Lane.	Recommendation: It is recommended that an illumination and lighting assessment is undertaken by a suitably qualified street lighting engineer, improvements to the illumination and street lighting should be included as part of the detailed design as deemed necessary.	Agree: Illumination and lighting assessment to be undertaken at detailed design stage.	

Appendix H TRICS Report

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use: 03 - RESIDENTIAL

Category: A - HOUSES PRIVATELY OWNED

Selected Vehicle Type: Total Vehicles

Selected regions and areas:

02	SOUTH EAST		
	ES	EAST SUSSEX	5 days
	HC	HAMPSHIRE	2 days
	HF	HERTFORDSHIRE	1 day
	KC	KENT	3 days
	WS	WEST SUSSEX	9 days
03	SOUTH WEST		
	DC	DORSET	1 day
04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 day
	NF	NORFOLK	2 days
05	EAST MIDLANDS		
	LE	LEICESTERSHIRE	1 day
06	WEST MIDLANDS		
	ST	STAFFORDSHIRE	1 day
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 day
08	NORTH WEST		
	AC	CHESHIRE WEST & CHESTER	1 day

This section displays the number of survey days per TRICS® sub-region in the selected set.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Primary Filtering Selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter:	DWELLS
Actual Range:	50 to 918 (units:DWELLS)
Range Selected by User:	50 to 1817 (units:DWELLS)
Parking Spaces Range:	6 - 2824

Public Transport Provision:

Selection by:	All Surveys Included
Date Range:	01/01/16 to 30/06/25

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Friday	2 days
Monday	2 days
Thursday	9 days
Tuesday	8 days
Wednesday	7 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	28
Direction ATC Count	0

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaken using machines

Selected Locations:

Edge of Town	17 days
Neighbourhood Centre	11 days

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	16 days
Village	12 days

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicle Counts:

Servicing vehicles Excluded	5 days
Servicing vehicles Included	5 days
Servicing vehicles Unknown	18 days

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Secondary Filtering Selection:

Use Class:

C3	28 surveys
----	------------

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

400 - 3100

Population within 1 mile:

1,001 to 5,000	8 surveys
10,001 to 15,000	11 surveys
5,001 to 10,000	9 surveys

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

100,001 to 125,000	5 surveys
25,001 to 50,000	10 surveys
50,001 to 75,000	8 surveys
75,001 to 100,000	5 surveys

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	4 surveys
1.1 to 1.5	24 surveys

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Petrol filling station:

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	6 surveys
Yes	22 surveys

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	28 surveys
-----------------	------------

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

COVID-19 Restrictions:

No

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

1	AC-03-A-06	DETACHED HOUSES	CHESHIRE WEST & CHESTER
COMMON LANE NEAR CHESTER WAVERTON Neighbourhood Centre Village Site area: 6.800000190734863 hect Survey date: Friday 29/04/2022			
		Survey Type: Manual	
2	CA-03-A-10	MIXED HOUSES & FLATS	CAMBRIDGESHIRE
FIELD END NEAR ELY WITCHFORD Neighbourhood Centre Village Site area: 5.75 hect Survey date: Thursday 15/05/2025			
		Survey Type: Manual	
3	DC-03-A-13	MIXED HOUSES	DORSET
ADDISON CLOSE GILLINGHAM Edge of Town Residential Zone Site area: 4 hect Survey date: Tuesday 10/06/2025			
		Survey Type: Manual	
4	ES-03-A-07	MIXED HOUSES & FLATS	EAST SUSSEX
NEW ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 3.490000009536743 hect Survey date: Thursday 07/11/2019			
		Survey Type: Manual	
5	ES-03-A-10	MIXED HOUSES & FLATS	EAST SUSSEX
WATERGATE BEXHILL-ON-SEA Edge of Town Residential Zone Site area: 5.409999847412109 hect Survey date: Thursday 28/09/2023			
		Survey Type: Manual	
6	ES-03-A-11	MIXED HOUSES	EAST SUSSEX
BISHOPS LANE RINGMER Neighbourhood Centre Village Site area: 4.340000152587891 hect Survey date: Thursday 28/09/2023			
		Survey Type: Manual	
7	ES-03-A-21	MIXED HOUSES & FLATS	EAST SUSSEX
PARK ROAD HAILSHAM HELLINGLY Edge of Town Residential Zone Site area: 8.24 hect Survey date: Wednesday 26/03/2025			
		Survey Type: Manual	
8	ES-03-A-22	MIXED HOUSES	EAST SUSSEX
THE FAIRWAY NEWHAVEN			

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 22/04/2025				Survey Type: Manual
9	HC-03-A-27	MIXED HOUSES	HAMPSHIRE	
DAIRY ROAD ANDOVER Edge of Town Residential Zone Site area: 2.5 hect Survey date: Tuesday 16/11/2021				Survey Type: Manual
10	HC-03-A-41	MIXED HOUSES & FLATS	HAMPSHIRE	
CROW LANE RINGWOOD CROW Edge of Town Residential Zone Site area: 6.2 hect Survey date:				Survey Type: Manual
11	HF-03-A-06	MIXED HOUSES & FLATS	HERTFORDSHIRE	
A505 ROYSTON Edge of Town Residential Zone Site area: 8 hect Survey date: Tuesday 28/11/2023				Survey Type: Manual
12	KC-03-A-07	MIXED HOUSES	KENT	
RECULVER ROAD HERNE BAY Edge of Town Residential Zone Site area: 9.460000038146973 hect Survey date: Wednesday 27/09/2017				Survey Type: Manual
13	KC-03-A-08	MIXED HOUSES	KENT	
MAIDSTONE ROAD CHARING Neighbourhood Centre Village Site area: 0.8600000143051147 hect Survey date: Tuesday 22/05/2018				Survey Type: Manual
14	KC-03-A-12	MIXED HOUSES & FLATS	KENT	
WESTERN LINK FAVERSHAM DAVINGTON Edge of Town Residential Zone Site area: 6.78000020980835 hect Survey date: Tuesday 19/09/2023				Survey Type: Manual
15	LE-03-A-02	DETACHED & OTHERS	LEICESTERSHIRE	
MELBOURNE ROAD IBSTOCK Neighbourhood Centre Village Site area: 3.296999931335449 hect Survey date: Thursday 28/06/2018				Survey Type: Manual

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

16 YARMOUTH ROAD NEAR NORWICH BLOFIELD Neighbourhood Centre Village Site area: 3.690000057220459 hect Survey date: Thursday 16/09/2021	NF-03-A-27	MIXED HOUSES & FLATS	NORFOLK	Survey Type: Manual
17 MILL LANE NEAR NORWICH HORSFORD Neighbourhood Centre Village Site area: 5.400000095367432 hect Survey date: Wednesday 15/09/2021	NF-03-A-43	MIXED HOUSES	NORFOLK	Survey Type: Manual
18 MILBY ROAD BOROUGHBRIDGE MILBY Edge of Town Residential Zone Site area: 6.8 hect Survey date: Thursday 19/09/2024	NY-03-A-15	DETACHED & SEMI-DETACHED	NORTH YORKSHIRE	Survey Type: Manual
19 BEACONSIDE STAFFORD MARSTON GATE Edge of Town Residential Zone Site area: 9 hect Survey date: Wednesday 22/11/2017	ST-03-A-07	DETACHED & SEMI-DETACHED	STAFFORDSHIRE	Survey Type: Manual
20 BRACKLESHAM LANE BRACKLESHAM BAY Neighbourhood Centre Village Site area: 1.899999976158142 hect Survey date: Wednesday 09/11/2022	WS-03-A-16	DETACHED & SEMI-DETACHED	WEST SUSSEX	Survey Type: Manual
21 LONDON ROAD HASSOCKS Neighbourhood Centre Village Site area: 5.46 hect Survey date:	WS-03-A-18	MIXED HOUSES & FLATS	WEST SUSSEX	Survey Type: Manual
22 HILLAND ROAD BILLINGSHURST Neighbourhood Centre Village Site area: 32.93000030517578 hect Survey date: Thursday 09/11/2023	WS-03-A-21	MIXED HOUSES	WEST SUSSEX	Survey Type: Manual
23 SHOPWHYKE ROAD CHICHESTER	WS-03-A-22	MIXED HOUSES & FLATS	WEST SUSSEX	



Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Edge of Town
Residential Zone
Site area: 3.799999952316284 hect
Survey date: Tuesday 19/03/2024

Survey Type: Manual

24 WS-03-A-23

MIXED HOUSES & FLATS

WEST SUSSEX

TURNERS HILL ROAD
EAST GRINSTEAD
Edge of Town
Residential Zone
Site area: 6.639999866485596 hect
Survey date: Tuesday 14/05/2024

Survey Type: Manual

25 WS-03-A-24

MIXED HOUSES

WEST SUSSEX

MADGWICK LANE
CHICHESTER
WESTHAMPNETT
Edge of Town
Village
Site area: 13.489999771118164 hect
Survey date: Thursday 23/05/2024

Survey Type: Manual

26 WS-03-A-25

PRIVATE HOUSES & FLATS

WEST SUSSEX

LIDSEY ROAD
WOODGATE
Neighbourhood Centre
Village
Site area: 2.4000000953674316 hect
Survey date: Wednesday 18/09/2024

Survey Type: Manual

27 WS-03-A-27

MIXED HOUSES & FLATS

WEST SUSSEX

OCKLEY LANE
HASSOCKS
Edge of Town
Residential Zone
Site area: 9.42 hect
Survey date: Friday 20/09/2024

Survey Type: Manual

28 WS-03-A-28

MIXED HOUSES & FLATS

WEST SUSSEX

SHOPWHYKE ROAD
CHICHESTER
Edge of Town
Residential Zone
Site area: 15.6 hect
Survey date: Wednesday 18/06/2025

Survey Type: Manual

DESELECTED SURVEYS

Site Ref	Survey Date	Reason for Deselection
DL-03-A-10 20-06-2018	20-06-2018	Location not compatible
LU-03-A-01 21-09-2021	21-09-2021	COVID 19
WS-03-A-11 02-04-2019	02-04-2019	No. of dwellings too high

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Vehicles

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.082	0.263	0.345
08:00-09:00	28	165	0.155	0.338	0.493
09:00-10:00	28	165	0.137	0.158	0.295
10:00-11:00	28	165	0.112	0.141	0.253
11:00-12:00	28	165	0.120	0.134	0.254
12:00-13:00	28	165	0.153	0.133	0.286
13:00-14:00	28	165	0.149	0.147	0.296
14:00-15:00	28	165	0.153	0.164	0.317
15:00-16:00	28	165	0.249	0.172	0.421
16:00-17:00	28	165	0.256	0.165	0.421
17:00-18:00	28	165	0.296	0.153	0.449
18:00-19:00	28	165	0.220	0.135	0.355
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.082	2.103	4.185

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total People

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.112	0.456	0.568
08:00-09:00	28	165	0.231	0.745	0.976
09:00-10:00	28	165	0.208	0.248	0.456
10:00-11:00	28	165	0.162	0.221	0.383
11:00-12:00	28	165	0.183	0.210	0.393
12:00-13:00	28	165	0.234	0.206	0.440
13:00-14:00	28	165	0.234	0.220	0.454
14:00-15:00	28	165	0.246	0.261	0.507
15:00-16:00	28	165	0.574	0.285	0.859
16:00-17:00	28	165	0.492	0.263	0.755
17:00-18:00	28	165	0.507	0.243	0.750
18:00-19:00	28	165	0.384	0.229	0.613
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			3.567	3.587	7.154

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Survey date date range:	27/09/2017 - 30/06/2025
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Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cyclists

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.001	0.008	0.009
08:00-09:00	28	165	0.002	0.023	0.025
09:00-10:00	28	165	0.001	0.003	0.004
10:00-11:00	28	165	0.001	0.002	0.003
11:00-12:00	28	165	0.002	0.002	0.004
12:00-13:00	28	165	0.003	0.002	0.005
13:00-14:00	28	165	0.003	0.002	0.005
14:00-15:00	28	165	0.004	0.003	0.007
15:00-16:00	28	165	0.016	0.003	0.019
16:00-17:00	28	165	0.015	0.006	0.021
17:00-18:00	28	165	0.007	0.004	0.011
18:00-19:00	28	165	0.004	0.005	0.009
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.059	0.063	0.122

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TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

PSVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.001	0.001	0.002
08:00-09:00	28	165	0.002	0.002	0.004
09:00-10:00	28	165	0.001	0.001	0.002
10:00-11:00	28	165	0.002	0.001	0.003
11:00-12:00	28	165	0.001	0.002	0.003
12:00-13:00	28	165	0.001	0.001	0.002
13:00-14:00	28	165	0.001	0.001	0.002
14:00-15:00	28	165	0.001	0.001	0.002
15:00-16:00	28	165	0.002	0.002	0.004
16:00-17:00	28	165	0.001	0.001	0.002
17:00-18:00	28	165	0.001	0.001	0.002
18:00-19:00	28	165	0.001	0.001	0.002
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.015	0.015	0.030

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	09/11/2023 - 18/06/2025
Number of weekdays (Monday-Friday):	3
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

OGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.001	0.000	0.001
08:00-09:00	28	165	0.002	0.001	0.003
09:00-10:00	28	165	0.003	0.002	0.005
10:00-11:00	28	165	0.002	0.003	0.005
11:00-12:00	28	165	0.003	0.003	0.006
12:00-13:00	28	165	0.005	0.003	0.008
13:00-14:00	28	165	0.002	0.003	0.005
14:00-15:00	28	165	0.001	0.002	0.003
15:00-16:00	28	165	0.001	0.001	0.002
16:00-17:00	28	165	0.001	0.001	0.002
17:00-18:00	28	165	0.001	0.000	0.001
18:00-19:00	28	165	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.022	0.019	0.041

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	22
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Taxis

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.005	0.006	0.011
08:00-09:00	28	165	0.008	0.008	0.016
09:00-10:00	28	165	0.004	0.003	0.007
10:00-11:00	28	165	0.002	0.002	0.004
11:00-12:00	28	165	0.004	0.003	0.007
12:00-13:00	28	165	0.003	0.003	0.006
13:00-14:00	28	165	0.004	0.004	0.008
14:00-15:00	28	165	0.002	0.002	0.004
15:00-16:00	28	165	0.007	0.006	0.013
16:00-17:00	28	165	0.005	0.005	0.010
17:00-18:00	28	165	0.004	0.003	0.007
18:00-19:00	28	165	0.002	0.003	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.050	0.048	0.098

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Cars

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.061	0.227	0.288
08:00-09:00	28	165	0.127	0.303	0.430
09:00-10:00	28	165	0.112	0.132	0.244
10:00-11:00	28	165	0.087	0.115	0.202
11:00-12:00	28	165	0.090	0.104	0.194
12:00-13:00	28	165	0.118	0.102	0.220
13:00-14:00	28	165	0.121	0.115	0.236
14:00-15:00	28	165	0.128	0.137	0.265
15:00-16:00	28	165	0.214	0.144	0.358
16:00-17:00	28	165	0.220	0.136	0.356
17:00-18:00	28	165	0.261	0.135	0.396
18:00-19:00	28	165	0.202	0.121	0.323
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			1.741	1.771	3.512

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

LGVs

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.013	0.027	0.040
08:00-09:00	28	165	0.016	0.023	0.039
09:00-10:00	28	165	0.017	0.019	0.036
10:00-11:00	28	165	0.018	0.019	0.037
11:00-12:00	28	165	0.021	0.022	0.043
12:00-13:00	28	165	0.025	0.022	0.047
13:00-14:00	28	165	0.021	0.023	0.044
14:00-15:00	28	165	0.020	0.021	0.041
15:00-16:00	28	165	0.024	0.019	0.043
16:00-17:00	28	165	0.027	0.021	0.048
17:00-18:00	28	165	0.025	0.012	0.037
18:00-19:00	28	165	0.013	0.008	0.021
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.240	0.236	0.476

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Motorcycles

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.000	0.002	0.002
08:00-09:00	28	165	0.000	0.001	0.001
09:00-10:00	28	165	0.000	0.001	0.001
10:00-11:00	28	165	0.000	0.001	0.001
11:00-12:00	28	165	0.001	0.001	0.002
12:00-13:00	28	165	0.001	0.000	0.001
13:00-14:00	28	165	0.000	0.001	0.001
14:00-15:00	28	165	0.002	0.001	0.003
15:00-16:00	28	165	0.001	0.001	0.002
16:00-17:00	28	165	0.003	0.001	0.004
17:00-18:00	28	165	0.003	0.001	0.004
18:00-19:00	28	165	0.001	0.002	0.003
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.012	0.013	0.025

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	19
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Vehicle Occupants

Calculation factor: 1 DWELLS

*BOLD print indicates peak (busiest) period

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.094	0.383	0.477
08:00-09:00	28	165	0.195	0.574	0.769
09:00-10:00	28	165	0.173	0.212	0.385
10:00-11:00	28	165	0.139	0.190	0.329
11:00-12:00	28	165	0.156	0.178	0.334
12:00-13:00	28	165	0.201	0.175	0.376
13:00-14:00	28	165	0.201	0.189	0.390
14:00-15:00	28	165	0.206	0.215	0.421
15:00-16:00	28	165	0.417	0.233	0.650
16:00-17:00	28	165	0.408	0.224	0.632
17:00-18:00	28	165	0.447	0.213	0.660
18:00-19:00	28	165	0.332	0.193	0.525
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			2.969	2.979	5.948

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Pedestrians

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.017	0.035	0.052
08:00-09:00	28	165	0.033	0.099	0.132
09:00-10:00	28	165	0.031	0.025	0.056
10:00-11:00	28	165	0.019	0.022	0.041
11:00-12:00	28	165	0.023	0.022	0.045
12:00-13:00	28	165	0.026	0.024	0.050
13:00-14:00	28	165	0.024	0.026	0.050
14:00-15:00	28	165	0.029	0.038	0.067
15:00-16:00	28	165	0.100	0.044	0.144
16:00-17:00	28	165	0.047	0.030	0.077
17:00-18:00	28	165	0.034	0.025	0.059
18:00-19:00	28	165	0.030	0.027	0.057
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.413	0.417	0.830

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	28
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Public Transport Users

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.000	0.028	0.028
08:00-09:00	28	165	0.002	0.040	0.042
09:00-10:00	28	165	0.002	0.009	0.011
10:00-11:00	28	165	0.003	0.007	0.010
11:00-12:00	28	165	0.003	0.008	0.011
12:00-13:00	28	165	0.003	0.004	0.007
13:00-14:00	28	165	0.006	0.003	0.009
14:00-15:00	28	165	0.006	0.004	0.010
15:00-16:00	28	165	0.033	0.005	0.038
16:00-17:00	28	165	0.018	0.002	0.020
17:00-18:00	28	165	0.019	0.002	0.021
18:00-19:00	28	165	0.016	0.003	0.019
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.111	0.115	0.226

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Bus/Tram Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.000	0.021	0.021
08:00-09:00	28	165	0.002	0.031	0.033
09:00-10:00	28	165	0.002	0.007	0.009
10:00-11:00	28	165	0.002	0.005	0.007
11:00-12:00	28	165	0.003	0.007	0.010
12:00-13:00	28	165	0.003	0.003	0.006
13:00-14:00	28	165	0.005	0.003	0.008
14:00-15:00	28	165	0.006	0.004	0.010
15:00-16:00	28	165	0.027	0.005	0.032
16:00-17:00	28	165	0.015	0.001	0.016
17:00-18:00	28	165	0.012	0.002	0.014
18:00-19:00	28	165	0.011	0.003	0.014
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.088	0.092	0.180

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	27
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Coach Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.000	0.000	0.000
08:00-09:00	28	165	0.000	0.002	0.002
09:00-10:00	28	165	0.000	0.000	0.000
10:00-11:00	28	165	0.000	0.000	0.000
11:00-12:00	28	165	0.000	0.000	0.000
12:00-13:00	28	165	0.000	0.000	0.000
13:00-14:00	28	165	0.000	0.000	0.000
14:00-15:00	28	165	0.000	0.000	0.000
15:00-16:00	28	165	0.002	0.000	0.002
16:00-17:00	28	165	0.000	0.000	0.000
17:00-18:00	28	165	0.000	0.000	0.000
18:00-19:00	28	165	0.000	0.000	0.000
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.002	0.002	0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	23/05/2024 - 23/05/2024
Number of weekdays (Monday-Friday):	1
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED

Total Rail Passengers

Calculation factor: 1 DWELLS

**BOLD print indicates peak (busiest) period*

Time Range	No. Days	Ave. DWELLS	Arrivals	Departures	Totals
00:00-01:00					
01:00-02:00					
02:00-03:00					
03:00-04:00					
04:00-05:00					
05:00-06:00					
06:00-07:00					
07:00-08:00	28	165	0.000	0.007	0.007
08:00-09:00	28	165	0.000	0.008	0.008
09:00-10:00	28	165	0.000	0.002	0.002
10:00-11:00	28	165	0.000	0.002	0.002
11:00-12:00	28	165	0.000	0.001	0.001
12:00-13:00	28	165	0.000	0.000	0.000
13:00-14:00	28	165	0.001	0.000	0.001
14:00-15:00	28	165	0.000	0.000	0.000
15:00-16:00	28	165	0.003	0.001	0.004
16:00-17:00	28	165	0.004	0.000	0.004
17:00-18:00	28	165	0.007	0.000	0.007
18:00-19:00	28	165	0.005	0.000	0.005
19:00-20:00					
20:00-21:00					
21:00-22:00					
22:00-23:00					
23:00-00:00					
Total Rates:			0.020	0.021	0.041

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: $COUNT/TRP*FACT$. Trip rates are then rounded to 3 decimal places.

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Audit Code: e3a3d880-d152-465a-88d8-bdfb093c418d

Parameter Summary:

Trip rate parameter range selected:	50 - 1817 (units: DWELLS)
Survey date date range:	27/09/2017 - 30/06/2025
Number of weekdays (Monday-Friday):	12
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	11
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are shown. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

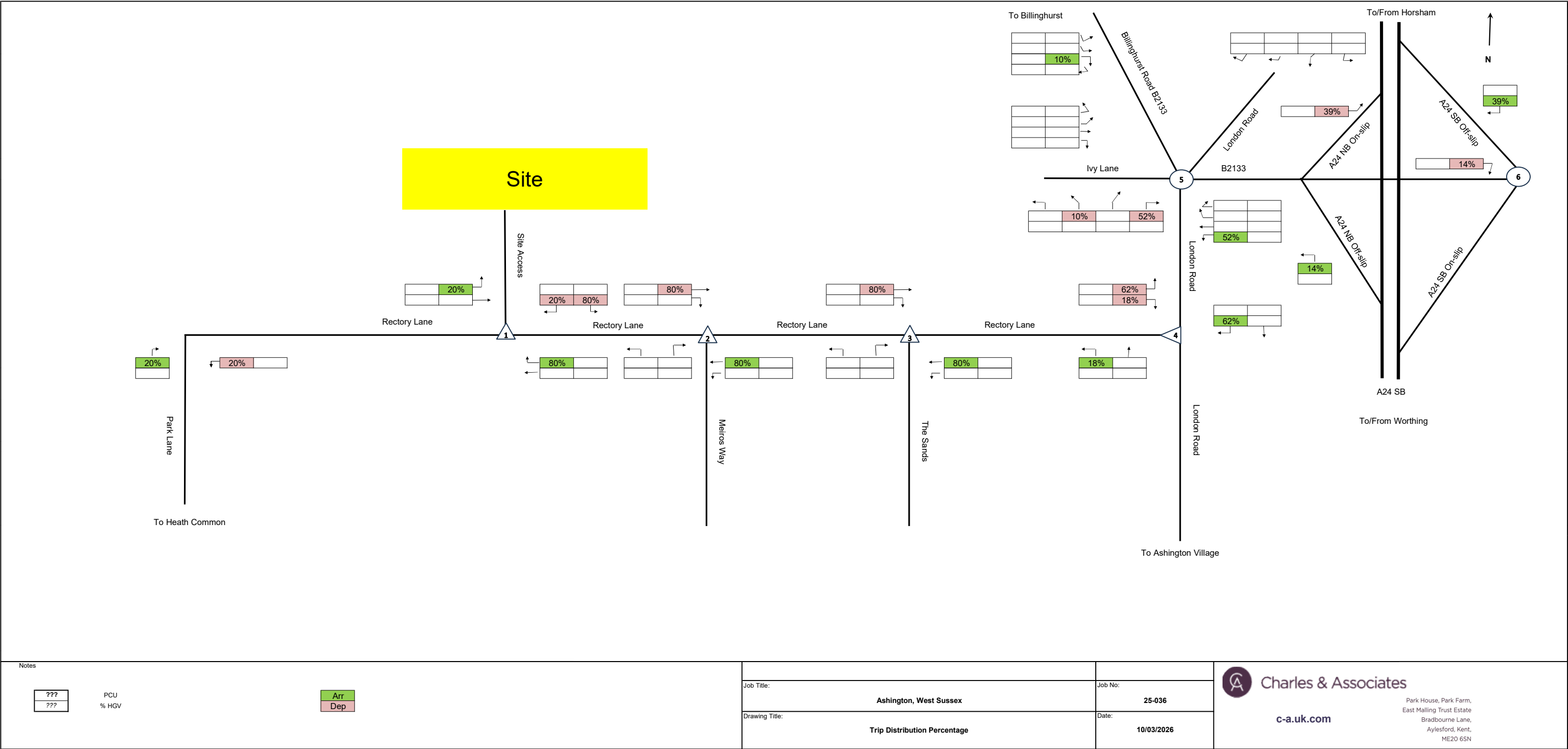
Appendix I Traffic Assignment

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)

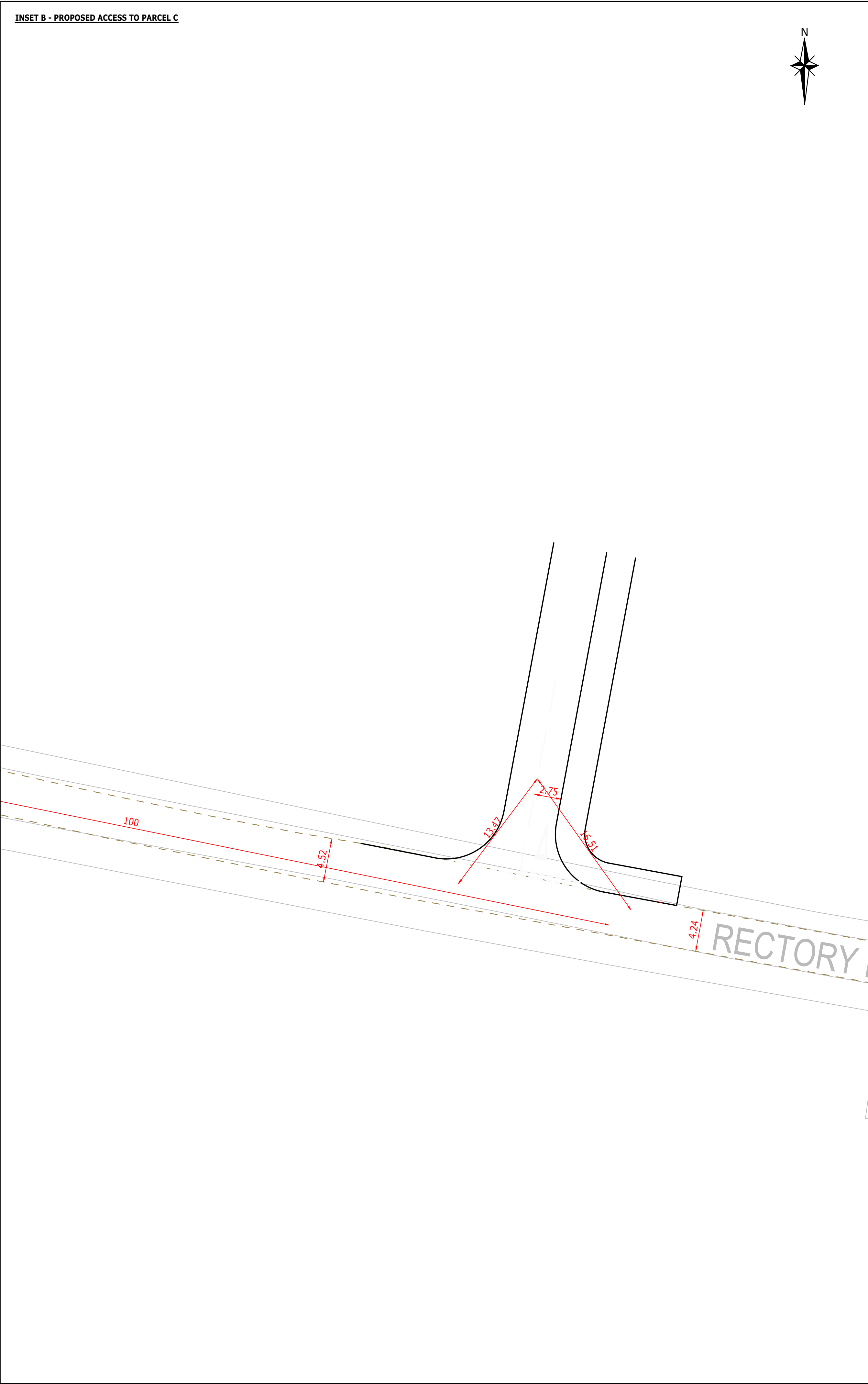
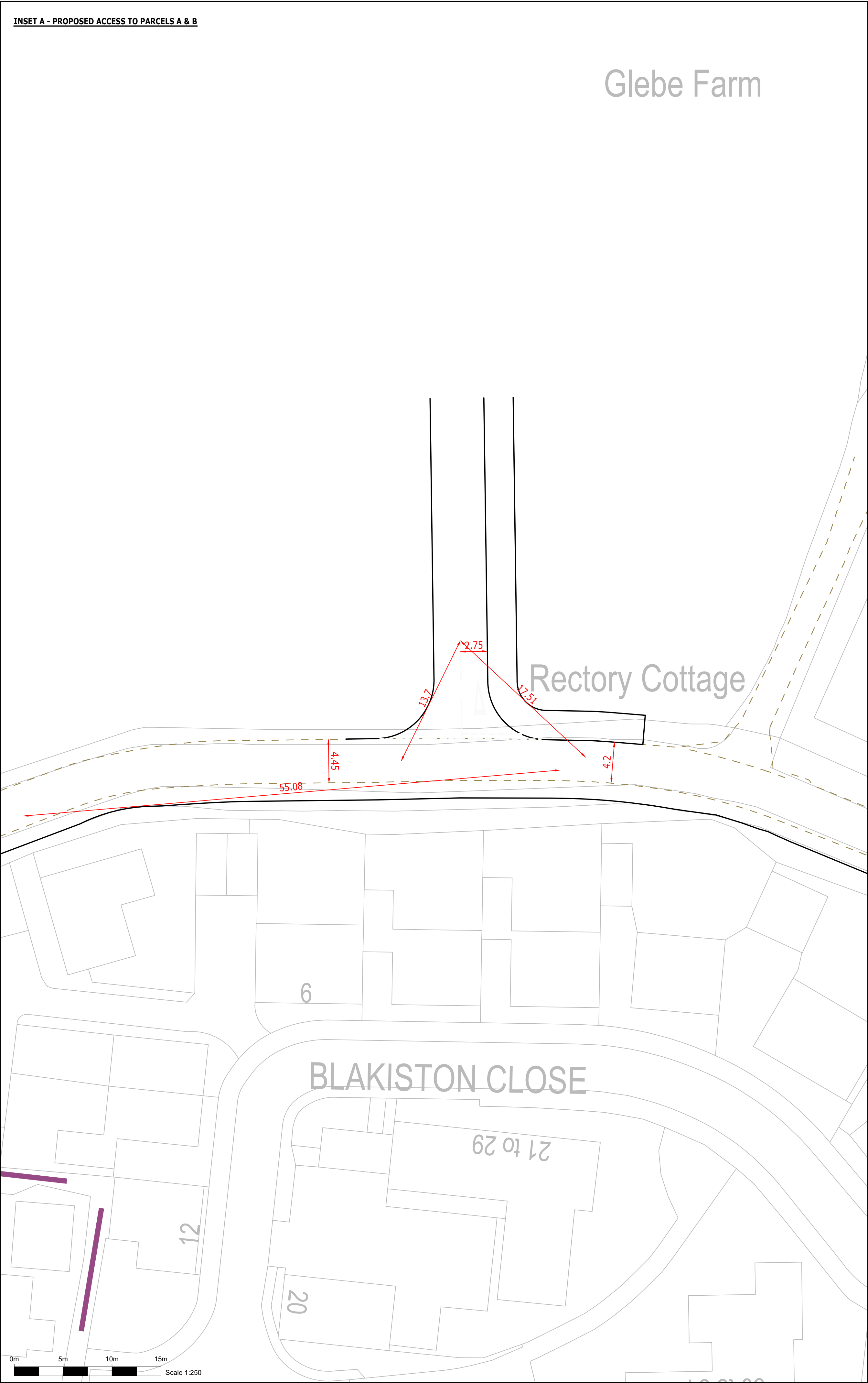
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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
method of travel to work Driving a car or van

place of work	usual residence		Rectory Lane West	Rectory Lane East				Total
	E02006602 : Horsham 015	Percentage	Rectory Lane West	London Road SB	Billinghurst Road B2133	A24 NB	A24 SB	
E02006588 : Horsham 001 : Rusper, Faygate & Leechpool	14	0.7%				0.7%		0.7%
E02006589 : Horsham 002 : Littlehaven	45	2.1%				2.1%		2.1%
E02006590 : Horsham 003 : Broadbridge Heath & Warnham	27	1.3%				1.3%		1.3%
E02006591 : Horsham 004 : Horsham East & Roffey	35	1.6%				1.6%		1.6%
E02006592 : Horsham 005 : Rudgwick, Slinfold & Barns Green	24	1.1%			0.6%	0.6%		1.1%
E02006593 : Horsham 006 : Horsham Central	140	6.5%				6.5%		6.5%
E02006594 : Horsham 007 : Horsham West	6	0.3%				0.3%		0.3%
E02006595 : Horsham 008 : Horsham South, Mannings Heath & Nu	19	0.9%			0.1%	0.8%		0.9%
E02006596 : Horsham 009 : Southwater	35	1.6%			0.8%	0.8%		1.6%
E02006597 : Horsham 010 : Billingshurst	90	4.2%			4.2%			4.2%
E02006598 : Horsham 011 : Cowfold & Partridge Green	47	2.2%				2.2%		2.2%
E02006599 : Horsham 012 : West Chiltington Common	51	2.4%	2.4%					2.4%
E02006600 : Horsham 013 : Amberley, Pulborough & Storrington	187	8.7%	8.7%					8.7%
E02006601 : Horsham 014 : Henfield & Small Dole	56	2.6%		1.6%	1.0%			2.6%
E02006602 : Horsham 015 : Ashington & Washington	183	8.6%	2.6%	6.0%				8.6%
E02006603 : Horsham 016 : Steyning & Upper Beeding	39	1.8%		0.5%			1.3%	1.8%
Manchester	5	0.2%				0.2%		0.2%
Luton	6	0.3%				0.3%		0.3%
Croydon	5	0.2%				0.2%		0.2%
Hillingdon	18	0.8%				0.8%		0.8%
Hounslow	5	0.2%				0.2%		0.2%
Kingston upon Thames	7	0.3%				0.3%		0.3%
Richmond upon Thames	5	0.2%				0.2%		0.2%
Sutton	7	0.3%				0.3%		0.3%
Westminster, City of London	9	0.4%				0.4%		0.4%
Windsor and Maidenhead	6	0.3%				0.3%		0.3%
Brighton and Hove	110	5.1%		5.1%				5.1%
Portsmouth	5	0.2%	0.2%					0.2%
Lewes	14	0.7%		0.7%				0.7%
Wealden	6	0.3%	0.3%					0.3%
East Hampshire	5	0.2%			0.2%			0.2%
Guildford	36	1.7%			1.2%	0.5%		1.7%
Mole Valley	49	2.3%				2.3%		2.3%
Reigate and Banstead	31	1.4%				1.4%		1.4%
Tandridge	10	0.5%				0.5%		0.5%
Waverley	30	1.4%			1.4%			1.4%
Woking	5	0.2%			0.1%	0.1%		0.2%
Adur	85	4.0%		4.0%				4.0%
Arun	112	5.2%	3.7%				1.6%	5.2%
Chichester	104	4.9%	2.4%				2.4%	4.9%
Crawley	209	9.8%				9.8%		9.8%
Mid Sussex	80	3.7%				3.7%		3.7%
Worthing	176	8.2%					8.2%	8.2%
Total	2138	100.0%	20.3%	17.9%	9.7%	38.6%	13.5%	100.0%
		Percentage	Rectory Lane West	London Road SB	Billinghurst Road B2133	A24 NB	A24 SB	Total



Appendix J Junction Assessment Outputs



NOTES									
</									

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.0.0.2177							
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+44 (0)1344 379777 software@trl.co.uk trlsoftware.com							
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Filename: 25-036-PIC-004 Jct 1 Proposed Site Access.j11
Path: P:\25-036 Ashington, West Sussex\Transport\Modelling\PICADY
Report generation date: 29/06/2026 14:46:41

»2032 | With Development | AM
 »2032 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
2032 - With Development										
Stream B-AC	D1	0.1	7.03	0.08	A	D2	0.0	6.68	0.04	A
Stream C-AB		0.0	5.88	0.03	A		0.1	5.79	0.06	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

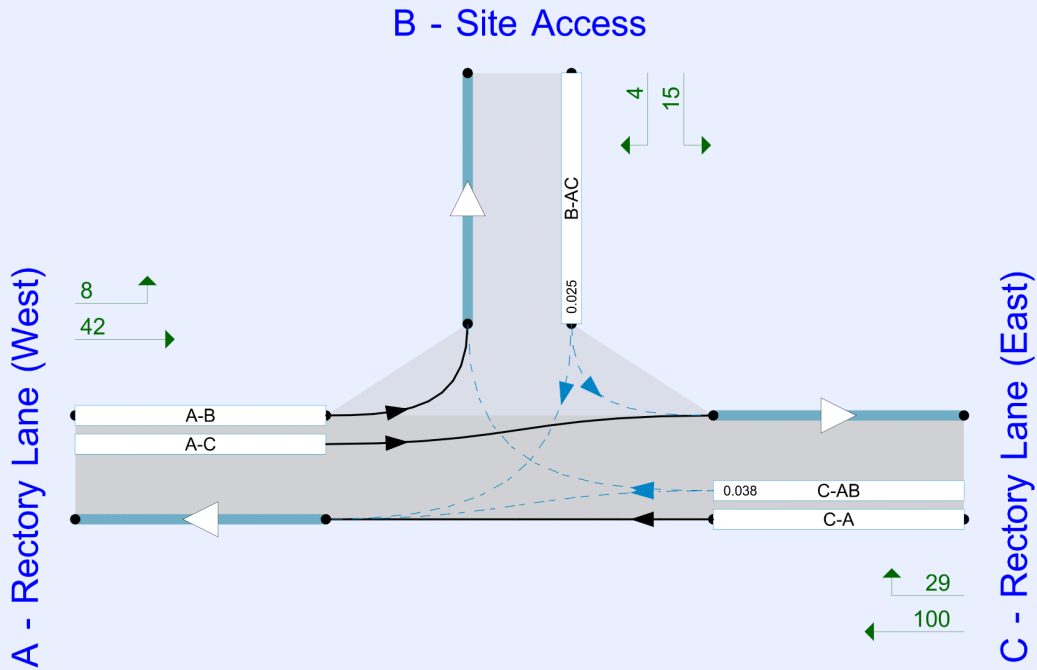
File summary

File Description

Title	Ashington, West Sussex
Location	
Site number	
Date	19/05/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	25-036
Enumerator	AzureAD\DanielAbendanoCeli
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032	With Development	AM	ONE HOUR	07:45	09:15	15
D2	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rectory Lane (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.19	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.19	A

Arms

Arms

Arm	Name	Description	Arm type
A	Rectory Lane (West)		Major
B	Site Access		Minor
C	Rectory Lane (East)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Rectory Lane (East)	4.50			55.1	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.75	18	14

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	478	0.093	0.234	0.147	0.335
B-C	617	0.101	0.255	-	-
C-B	606	0.250	0.250	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D1	2032	With Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rectory Lane (West)		✓	64	100.000
B - Site Access		✓	43	100.000
C - Rectory Lane (East)		✓	75	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Rectory Lane (West)	B - Site Access	C - Rectory Lane (East)
	A - Rectory Lane (West)	0	4	60
	B - Site Access	9	0	34
	C - Rectory Lane (East)	60	15	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A - Rectory Lane (West)	B - Site Access	C - Rectory Lane (East)
	A - Rectory Lane (West)	0	0	0
	B - Site Access	0	0	0
	C - Rectory Lane (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.08	7.03	0.1	A
C-AB	0.03	5.88	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	566	0.057	32	0.1	6.735	A
C-AB	12	0.00	624	0.020	12	0.0	5.882	A
C-A	44	0.00			44			
A-B	3	0.00			3			
A-C	45	0.00			45			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	563	0.069	39	0.1	6.859	A
C-AB	15	0.00	628	0.024	15	0.0	5.872	A
C-A	53	0.00			53			
A-B	4	0.00			4			
A-C	54	0.00			54			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	559	0.085	47	0.1	7.029	A
C-AB	18	0.00	633	0.029	18	0.0	5.860	A
C-A	64	0.00			64			
A-B	4	0.00			4			
A-C	66	0.00			66			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	47	0.00	559	0.085	47	0.1	7.029	A
C-AB	18	0.00	633	0.029	18	0.0	5.862	A
C-A	64	0.00			64			
A-B	4	0.00			4			
A-C	66	0.00			66			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	39	0.00	563	0.069	39	0.1	6.861	A
C-AB	15	0.00	628	0.024	15	0.0	5.873	A
C-A	53	0.00			53			
A-B	4	0.00			4			
A-C	54	0.00			54			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	566	0.057	32	0.1	6.744	A
C-AB	12	0.00	624	0.020	12	0.0	5.883	A
C-A	44	0.00			44			
A-B	3	0.00			3			
A-C	45	0.00			45			

2032 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rectory Lane (East) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.
Warning	Vehicle Mix		HV% is zero for all movements / time segments. Vehicle Mix matrix should be completed whether working in PCUs or Vehs. If HV% at the junction is genuinely zero, please ignore this warning.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.63	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.63	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D2	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rectory Lane (West)		✓	50	100.000
B - Site Access		✓	19	100.000
C - Rectory Lane (East)		✓	129	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rectory Lane (West)	B - Site Access	C - Rectory Lane (East)
From	A - Rectory Lane (West)	0	8	42
	B - Site Access	4	0	15
	C - Rectory Lane (East)	100	29	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Rectory Lane (West)	B - Site Access	C - Rectory Lane (East)
From	A - Rectory Lane (West)	0	0	0
	B - Site Access	0	0	0
	C - Rectory Lane (East)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.04	6.68	0.0	A
C-AB	0.06	5.79	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	567	0.025	14	0.0	6.516	A
C-AB	25	0.00	647	0.038	25	0.0	5.784	A
C-A	72	0.00			72			
A-B	6	0.00			6			
A-C	32	0.00			32			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	564	0.030	17	0.0	6.584	A
C-AB	30	0.00	655	0.046	30	0.1	5.763	A
C-A	86	0.00			86			
A-B	7	0.00			7			
A-C	38	0.00			38			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	0.00	560	0.037	21	0.0	6.679	A
C-AB	38	0.00	666	0.058	38	0.1	5.734	A
C-A	104	0.00			104			
A-B	9	0.00			9			
A-C	46	0.00			46			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21	0.00	560	0.037	21	0.0	6.679	A
C-AB	38	0.00	666	0.058	38	0.1	5.735	A
C-A	104	0.00			104			
A-B	9	0.00			9			
A-C	46	0.00			46			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17	0.00	564	0.030	17	0.0	6.587	A
C-AB	30	0.00	655	0.046	30	0.1	5.767	A
C-A	86	0.00			86			
A-B	7	0.00			7			
A-C	38	0.00			38			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14	0.00	567	0.025	14	0.0	6.520	A
C-AB	25	0.00	647	0.038	25	0.0	5.790	A
C-A	72	0.00			72			
A-B	6	0.00			6			
A-C	32	0.00			32			



NOTES

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.0.0.2177							
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Filename: 25-036-PIC-003 Jct 2 Rectory Lane - Meiros Way.j11
Path: P:\25-036 Ashington, West Sussex\Transport\Modelling\PICADY
Report generation date: 29/06/2026 14:45:11

- »2032 | Do Minimum | AM
- »2032 | Do Minimum | PM
- »2032 | With Development | AM
- »2032 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2032 - Do Minimum									
Stream B-AC	D3	0.2	7.58	0.17	A	D4	0.1	6.12	0.10	A
Stream C-AB		0.1	7.78	0.10	A		0.2	6.95	0.18	A
	2032 - With Development									
Stream B-AC	D5	0.3	8.14	0.23	A	D6	0.1	6.31	0.13	A
Stream C-AB		0.2	8.02	0.13	A		0.3	7.45	0.23	A

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

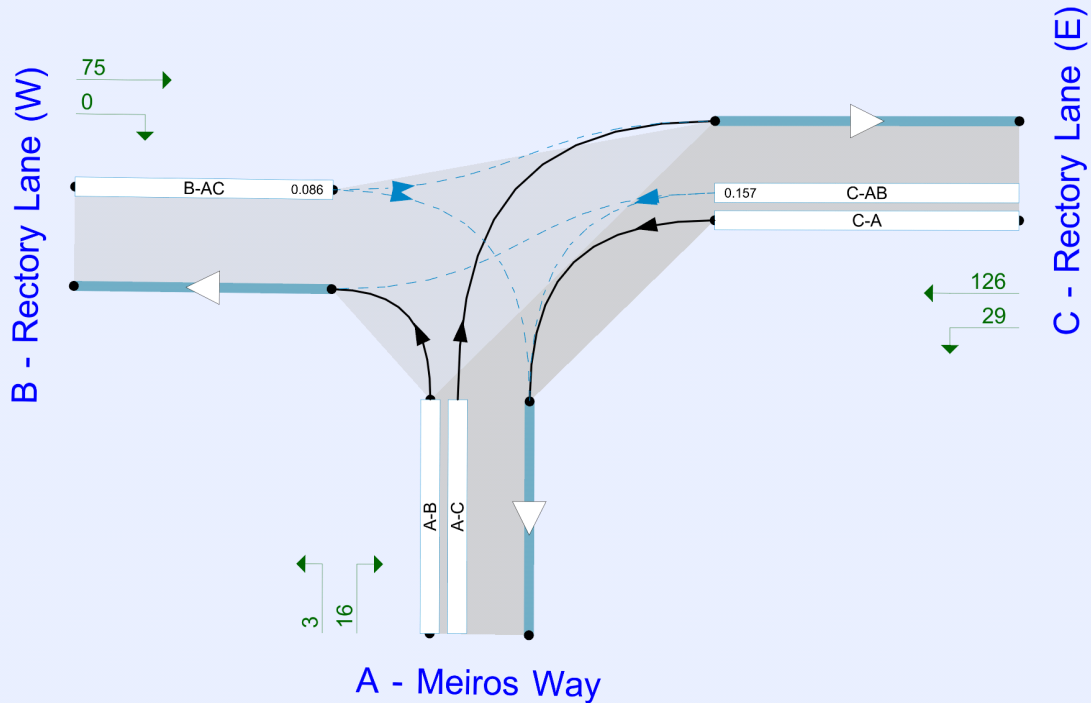
File summary

File Description

Title	Ashington, West Sussex
Location	
Site number	
Date	27/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	25-036
Enumerator	AzureAD\DanielAbendanoCeli
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	00:00	01:30	15
D4	2032	Do Minimum	PM	ONE HOUR	00:00	01:30	15
D5	2032	With Development	AM	ONE HOUR	00:00	01:30	15
D6	2032	With Development	PM	ONE HOUR	00:00	01:30	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 | Do Minimum | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rectory Lane (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.30	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.30	A

Arms

Arms

Arm	Name	Description	Arm type
A	Meiros Way		Major
B	Rectory Lane (W)		Minor
C	Rectory Lane (E)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Rectory Lane (E)	5.30			68.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Rectory Lane (W)	One lane	3.28	49	25

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	520	0.099	0.250	0.157	0.357
B-C	658	0.103	0.259	-	-
C-B	613	0.245	0.245	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Meiros Way		✓	23	100.000
B - Rectory Lane (W)		✓	100	100.000
C - Rectory Lane (E)		✓	69	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
From	A - Meiros Way	0	3	20
	B - Rectory Lane (W)	0	0	100
	C - Rectory Lane (E)	12	57	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
From	A - Meiros Way	0	50	0
	B - Rectory Lane (W)	0	0	14
	C - Rectory Lane (E)	30	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.17	7.58	0.2	A
C-AB	0.10	7.78	0.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	654	0.115	75	0.1	7.080	A
C-AB	44	0.00	615	0.071	43	0.1	7.495	A
C-A	8	0.00			8			
A-B	2	0.00			2			
A-C	15	0.00			15			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	0.00	653	0.138	90	0.2	7.286	A
C-AB	52	0.00	615	0.085	52	0.1	7.615	A
C-A	10	0.00			10			
A-B	3	0.00			3			
A-C	18	0.00			18			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	652	0.169	110	0.2	7.572	A
C-AB	64	0.00	616	0.104	64	0.1	7.776	A
C-A	12	0.00			12			
A-B	3	0.00			3			
A-C	22	0.00			22			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	110	0.00	652	0.169	110	0.2	7.575	A
C-AB	64	0.00	616	0.104	64	0.1	7.779	A
C-A	12	0.00			12			
A-B	3	0.00			3			
A-C	22	0.00			22			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	90	0.00	653	0.138	90	0.2	7.296	A
C-AB	52	0.00	615	0.085	52	0.1	7.620	A
C-A	10	0.00			10			
A-B	3	0.00			3			
A-C	18	0.00			18			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	654	0.115	75	0.1	7.100	A
C-AB	44	0.00	615	0.071	44	0.1	7.510	A
C-A	8	0.00			8			
A-B	2	0.00			2			
A-C	15	0.00			15			

2032 | Do Minimum | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rectory Lane (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.22	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032	Do Minimum	PM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Meiros Way		✓	19	100.000
B - Rectory Lane (W)		✓	59	100.000
C - Rectory Lane (E)		✓	125	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
	A - Meiros Way	0	3	16
	B - Rectory Lane (W)	0	0	59
	C - Rectory Lane (E)	29	96	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
	A - Meiros Way	0	0	7
	B - Rectory Lane (W)	0	0	0
	C - Rectory Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.10	6.12	0.1	A
C-AB	0.18	6.95	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	654	0.068	44	0.1	5.896	A
C-AB	75	0.00	624	0.120	74	0.1	6.541	A
C-A	19	0.00			19			
A-B	2	0.00			2			
A-C	12	0.00			12			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	654	0.081	53	0.1	5.991	A
C-AB	90	0.00	626	0.144	90	0.2	6.708	A
C-A	22	0.00			22			
A-B	3	0.00			3			
A-C	14	0.00			14			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	653	0.100	65	0.1	6.122	A
C-AB	111	0.00	629	0.177	111	0.2	6.946	A
C-A	26	0.00			26			
A-B	3	0.00			3			
A-C	18	0.00			18			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	653	0.100	65	0.1	6.122	A
C-AB	111	0.00	629	0.177	111	0.2	6.949	A
C-A	26	0.00			26			
A-B	3	0.00			3			
A-C	18	0.00			18			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	654	0.081	53	0.1	5.995	A
C-AB	90	0.00	626	0.144	90	0.2	6.719	A
C-A	22	0.00			22			
A-B	3	0.00			3			
A-C	14	0.00			14			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	654	0.068	44	0.1	5.904	A
C-AB	75	0.00	624	0.120	75	0.1	6.558	A
C-A	19	0.00			19			
A-B	2	0.00			2			
A-C	12	0.00			12			

2032 | With Development | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rectory Lane (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		6.97	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	6.97	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032	With Development	AM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Meiros Way		✓	23	100.000
B - Rectory Lane (W)		✓	134	100.000
C - Rectory Lane (E)		✓	84	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
	A - Meiros Way	0	3	20
	B - Rectory Lane (W)	0	0	134
	C - Rectory Lane (E)	12	72	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
	A - Meiros Way	0	50	0
	B - Rectory Lane (W)	0	0	14
	C - Rectory Lane (E)	30	19	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.23	8.14	0.3	A
C-AB	0.13	8.02	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	0.00	654	0.154	100	0.2	7.403	A
C-AB	55	0.00	615	0.089	55	0.1	7.645	A
C-A	8	0.00			8			
A-B	2	0.00			2			
A-C	15	0.00			15			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	653	0.185	120	0.3	7.705	A
C-AB	66	0.00	615	0.107	66	0.1	7.804	A
C-A	10	0.00			10			
A-B	3	0.00			3			
A-C	18	0.00			18			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	0.00	652	0.226	147	0.3	8.129	A
C-AB	81	0.00	616	0.132	81	0.2	8.019	A
C-A	11	0.00			11			
A-B	3	0.00			3			
A-C	22	0.00			22			

00:45 - 01:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	148	0.00	652	0.226	148	0.3	8.139	A
C-AB	81	0.00	616	0.132	81	0.2	8.023	A
C-A	11	0.00			11			
A-B	3	0.00			3			
A-C	22	0.00			22			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	120	0.00	653	0.185	121	0.3	7.718	A
C-AB	66	0.00	615	0.107	66	0.1	7.814	A
C-A	10	0.00			10			
A-B	3	0.00			3			
A-C	18	0.00			18			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	101	0.00	654	0.154	101	0.2	7.431	A
C-AB	55	0.00	615	0.089	55	0.1	7.665	A
C-A	8	0.00			8			
A-B	2	0.00			2			
A-C	15	0.00			15			

2032 | With Development | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Major arm width	C - Rectory Lane (E) - Major arm geometry	For two-way major roads, please interpret results with caution if the total major carriageway width is less than 6m.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		5.84	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	5.84	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032	With Development	PM	ONE HOUR	00:00	01:30	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Meiros Way		✓	19	100.000
B - Rectory Lane (W)		✓	75	100.000
C - Rectory Lane (E)		✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
From		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
	A - Meiros Way	0	3	16
	B - Rectory Lane (W)	0	0	75
	C - Rectory Lane (E)	29	126	0

Vehicle Mix

Heavy Vehicle %

	To			
From		A - Meiros Way	B - Rectory Lane (W)	C - Rectory Lane (E)
	A - Meiros Way	0	0	7
	B - Rectory Lane (W)	0	0	0
	C - Rectory Lane (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	6.31	0.1	A
C-AB	0.23	7.45	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

00:00 - 00:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	654	0.086	56	0.1	6.012	A
C-AB	98	0.00	624	0.157	98	0.2	6.824	A
C-A	18	0.00			18			
A-B	2	0.00			2			
A-C	12	0.00			12			

00:15 - 00:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	654	0.103	67	0.1	6.138	A
C-AB	118	0.00	626	0.189	118	0.2	7.080	A
C-A	21	0.00			21			
A-B	3	0.00			3			
A-C	14	0.00			14			

00:30 - 00:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	653	0.126	82	0.1	6.309	A
C-AB	146	0.00	629	0.232	146	0.3	7.443	A
C-A	24	0.00			24			
A-B	3	0.00			3			
A-C	18	0.00			18			

00:45 - 01:00

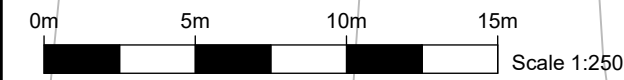
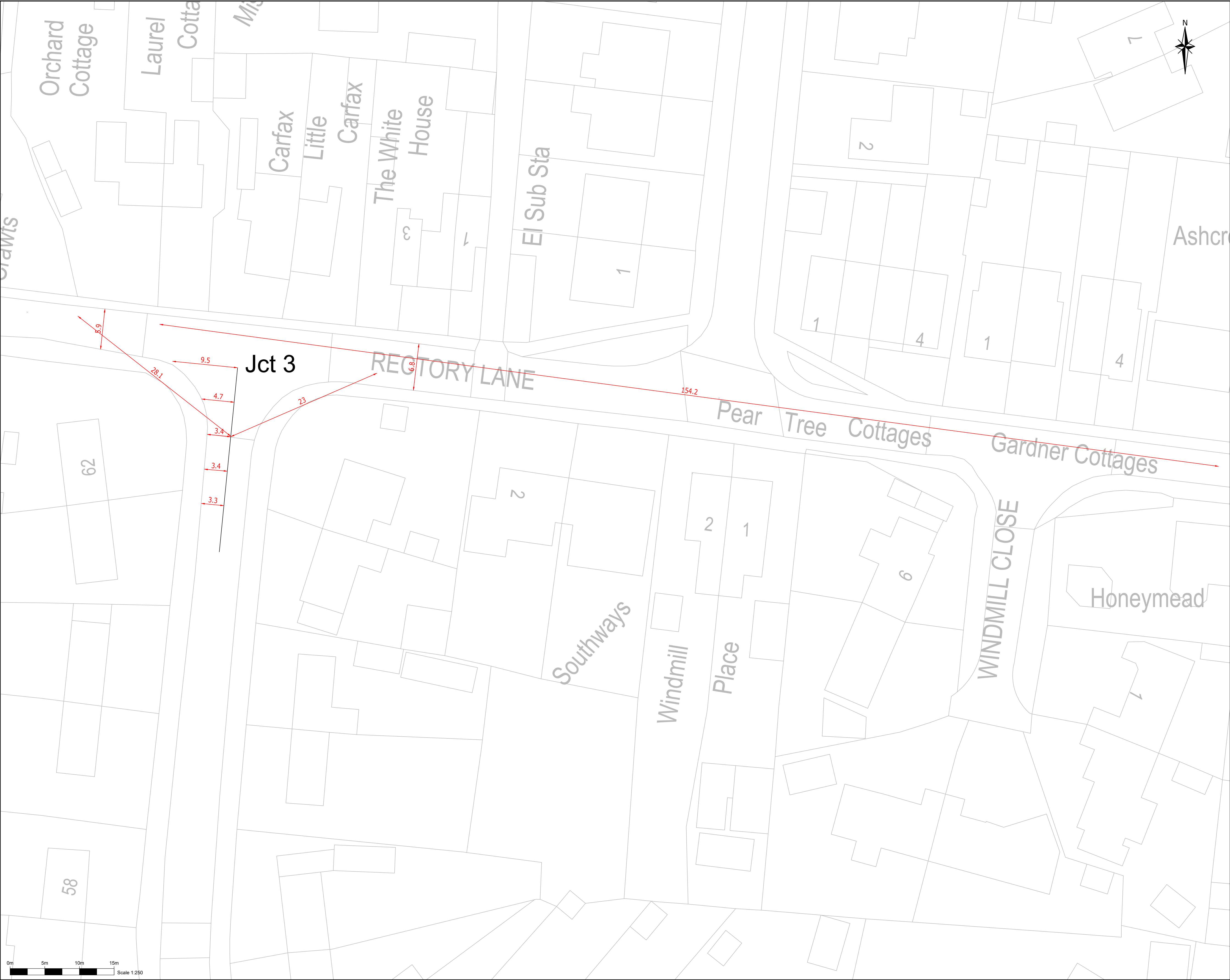
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	653	0.126	83	0.1	6.311	A
C-AB	146	0.00	629	0.232	146	0.3	7.450	A
C-A	24	0.00			24			
A-B	3	0.00			3			
A-C	18	0.00			18			

01:00 - 01:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	654	0.103	68	0.1	6.141	A
C-AB	118	0.00	626	0.189	119	0.2	7.091	A
C-A	21	0.00			21			
A-B	3	0.00			3			
A-C	14	0.00			14			

01:15 - 01:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	654	0.086	57	0.1	6.021	A
C-AB	98	0.00	624	0.158	99	0.2	6.849	A
C-A	18	0.00			18			
A-B	2	0.00			2			
A-C	12	0.00			12			



NOTES									

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.0.0.2177							
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Filename: 25-036-PIC-002 Jct 3 Rectory Lane - The Sands.j11
Path: P:\25-036 Ashington, West Sussex\Transport\Modelling\PICADY
Report generation date: 29/06/2026 14:42:59

- »2032 | Do Minimum | AM
- »2032 | Do Minimum | PM
- »2032 | With Development | AM
- »2032 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2032 - Do Minimum									
Stream B-AC	D3	0.1	7.87	0.12	A	D4	0.1	7.07	0.06	A
Stream C-AB		0.0	5.22	0.02	A		0.0	5.42	0.01	A
	2032 - With Development									
Stream B-AC	D5	0.1	8.04	0.13	A	D6	0.1	7.21	0.06	A
Stream C-AB		0.0	5.13	0.02	A		0.0	5.41	0.01	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

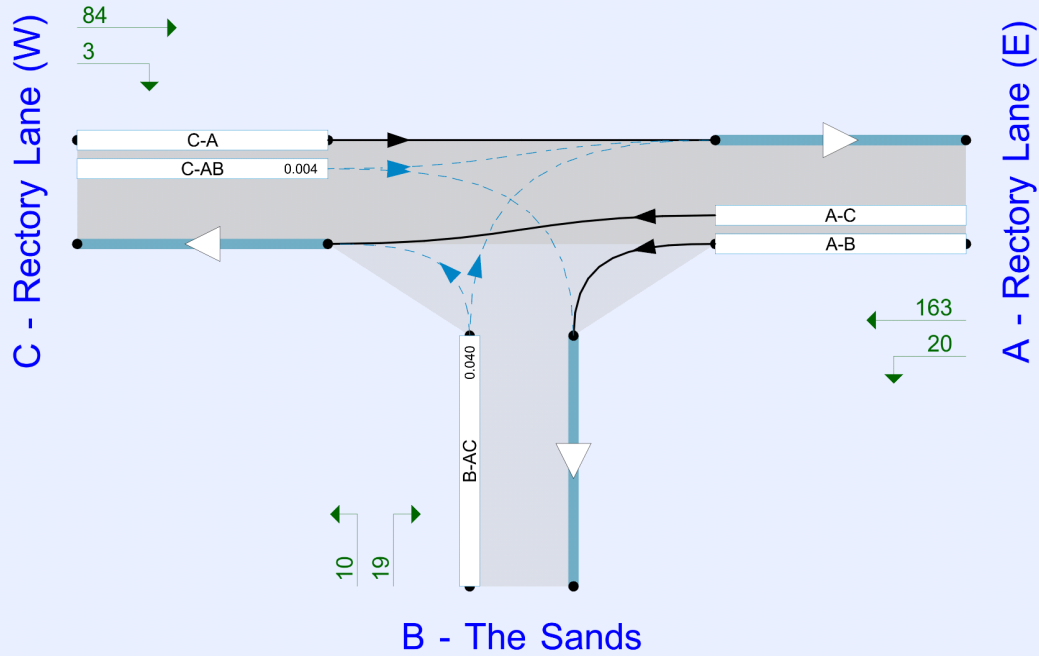
File summary

File Description

Title	Ashington, West Sussex
Location	
Site number	
Date	27/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	25-036
Enumerator	AzureAD\DanielAbendanoCeli
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)
Streams (downstream end) show RFC ()

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2032	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2032	With Development	AM	ONE HOUR	07:45	09:15	15
D6	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 | Do Minimum | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.73	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.73	A

Arms

Arms

Arm	Name	Description	Arm type
A	Rectory Lane (E)		Major
B	The Sands		Minor
C	Rectory Lane (W)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Rectory Lane (W)	6.35			154.2	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - The Sands	One lane	3.96	28	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	546	0.096	0.243	0.153	0.347
B-C	700	0.108	0.272	-	-
C-B	663	0.253	0.253	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rectory Lane (E)		✓	112	100.000
B - The Sands		✓	59	100.000
C - Rectory Lane (W)		✓	137	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From	A - Rectory Lane (E)	0	38	74
	B - The Sands	48	0	11
	C - Rectory Lane (W)	126	11	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From	A - Rectory Lane (E)	0	3	17
	B - The Sands	0	0	0
	C - Rectory Lane (W)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.12	7.87	0.1	A
C-AB	0.02	5.22	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	537	0.083	44	0.1	7.296	A
C-AB	10	0.00	703	0.014	10	0.0	5.218	A
C-A	94	0.00			94			
A-B	29	0.00			29			
A-C	56	0.00			56			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	531	0.100	53	0.1	7.533	A
C-AB	12	0.00	711	0.017	12	0.0	5.178	A
C-A	111	0.00			111			
A-B	34	0.00			34			
A-C	67	0.00			67			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	522	0.124	65	0.1	7.869	A
C-AB	15	0.00	722	0.021	15	0.0	5.126	A
C-A	136	0.00			136			
A-B	42	0.00			42			
A-C	81	0.00			81			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	522	0.124	65	0.1	7.872	A
C-AB	15	0.00	722	0.021	15	0.0	5.131	A
C-A	136	0.00			136			
A-B	42	0.00			42			
A-C	81	0.00			81			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	531	0.100	53	0.1	7.540	A
C-AB	12	0.00	711	0.017	12	0.0	5.184	A
C-A	111	0.00			111			
A-B	34	0.00			34			
A-C	67	0.00			67			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	537	0.083	45	0.1	7.311	A
C-AB	10	0.00	703	0.014	10	0.0	5.223	A
C-A	94	0.00			94			
A-B	29	0.00			29			
A-C	56	0.00			56			

2032 | Do Minimum | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rectory Lane (E)		✓	154	100.000
B - The Sands		✓	29	100.000
C - Rectory Lane (W)		✓	72	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From	A - Rectory Lane (E)	0	20	134
	B - The Sands	19	0	10
	C - Rectory Lane (W)	69	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From	A - Rectory Lane (E)	0	0	0
	B - The Sands	0	0	0
	C - Rectory Lane (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.07	0.1	A
C-AB	0.01	5.42	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	557	0.039	22	0.0	6.724	A
C-AB	2	0.00	668	0.004	2	0.0	5.420	A
C-A	52	0.00			52			
A-B	15	0.00			15			
A-C	101	0.00			101			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	550	0.047	26	0.0	6.866	A
C-AB	3	0.00	669	0.004	3	0.0	5.416	A
C-A	62	0.00			62			
A-B	18	0.00			18			
A-C	120	0.00			120			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	541	0.059	32	0.1	7.067	A
C-AB	4	0.00	670	0.006	4	0.0	5.412	A
C-A	76	0.00			76			
A-B	22	0.00			22			
A-C	148	0.00			148			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	541	0.059	32	0.1	7.067	A
C-AB	4	0.00	670	0.006	4	0.0	5.413	A
C-A	76	0.00			76			
A-B	22	0.00			22			
A-C	148	0.00			148			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	550	0.047	26	0.1	6.867	A
C-AB	3	0.00	669	0.004	3	0.0	5.421	A
C-A	62	0.00			62			
A-B	18	0.00			18			
A-C	120	0.00			120			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	557	0.039	22	0.0	6.728	A
C-AB	2	0.00	668	0.004	2	0.0	5.423	A
C-A	52	0.00			52			
A-B	15	0.00			15			
A-C	101	0.00			101			

2032 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		1.53	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.53	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032	With Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rectory Lane (E)		✓	127	100.000
B - The Sands		✓	59	100.000
C - Rectory Lane (W)		✓	171	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From	A - Rectory Lane (E)	0	38	89
	B - The Sands	48	0	11
	C - Rectory Lane (W)	160	11	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From	A - Rectory Lane (E)	0	3	17
	B - The Sands	0	0	0
	C - Rectory Lane (W)	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.13	8.04	0.1	A
C-AB	0.02	5.13	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	531	0.084	44	0.1	7.391	A
C-AB	10	0.00	717	0.014	10	0.0	5.126	A
C-A	119	0.00			119			
A-B	29	0.00			29			
A-C	67	0.00			67			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	523	0.101	53	0.1	7.653	A
C-AB	12	0.00	728	0.017	12	0.0	5.069	A
C-A	141	0.00			141			
A-B	34	0.00			34			
A-C	80	0.00			80			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	513	0.127	65	0.1	8.032	A
C-AB	16	0.00	743	0.021	16	0.0	4.995	A
C-A	172	0.00			172			
A-B	42	0.00			42			
A-C	98	0.00			98			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	65	0.00	513	0.127	65	0.1	8.035	A
C-AB	16	0.00	743	0.021	16	0.0	5.001	A
C-A	172	0.00			172			
A-B	42	0.00			42			
A-C	98	0.00			98			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	53	0.00	523	0.101	53	0.1	7.661	A
C-AB	12	0.00	728	0.017	12	0.0	5.078	A
C-A	141	0.00			141			
A-B	34	0.00			34			
A-C	80	0.00			80			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	44	0.00	531	0.084	45	0.1	7.406	A
C-AB	10	0.00	717	0.014	10	0.0	5.131	A
C-A	119	0.00			119			
A-B	29	0.00			29			
A-C	67	0.00			67			

2032 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		0.76	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.76	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Rectory Lane (E)		✓	183	100.000
B - The Sands		✓	29	100.000
C - Rectory Lane (W)		✓	87	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From				
	A - Rectory Lane (E)	0	20	163
	B - The Sands	19	0	10
	C - Rectory Lane (W)	84	3	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - Rectory Lane (E)	B - The Sands	C - Rectory Lane (W)
From				
	A - Rectory Lane (E)	0	0	0
	B - The Sands	0	0	0
	C - Rectory Lane (W)	2	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.06	7.21	0.1	A
C-AB	0.01	5.41	0.0	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	550	0.040	22	0.0	6.812	A
C-AB	2	0.00	670	0.004	2	0.0	5.406	A
C-A	63	0.00			63			
A-B	15	0.00			15			
A-C	123	0.00			123			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	542	0.048	26	0.1	6.975	A
C-AB	3	0.00	671	0.005	3	0.0	5.399	A
C-A	75	0.00			75			
A-B	18	0.00			18			
A-C	147	0.00			147			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	531	0.060	32	0.1	7.210	A
C-AB	4	0.00	673	0.006	4	0.0	5.390	A
C-A	92	0.00			92			
A-B	22	0.00			22			
A-C	179	0.00			179			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	32	0.00	531	0.060	32	0.1	7.210	A
C-AB	4	0.00	673	0.006	4	0.0	5.391	A
C-A	92	0.00			92			
A-B	22	0.00			22			
A-C	179	0.00			179			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	26	0.00	542	0.048	26	0.1	6.976	A
C-AB	3	0.00	671	0.005	3	0.0	5.402	A
C-A	75	0.00			75			
A-B	18	0.00			18			
A-C	147	0.00			147			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22	0.00	550	0.040	22	0.0	6.815	A
C-AB	2	0.00	670	0.004	2	0.0	5.409	A
C-A	63	0.00			63			
A-B	15	0.00			15			
A-C	123	0.00			123			

Junctions 11							
PICADY 11 - Priority Intersection Module							
Version: 11.0.0.2177							
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Filename: 25-036-PIC-001 Jct 4 London Road - Rectory Lane.j11
Path: P:\25-036 Ashington, West Sussex\Transport\Modelling\PICADY
Report generation date: 29/06/2026 14:40:23

- »2032 | Do Minimum | AM
- »2032 | Do Minimum | PM
- »2032 | With Development | AM
- »2032 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2032 - Do Minimum									
Stream B-AC	D3	0.7	13.35	0.42	B	D4	0.3	10.53	0.24	B
Stream C-AB		0.3	7.06	0.18	A		0.5	6.49	0.27	A
	2032 - With Development									
Stream B-AC	D5	1.0	15.42	0.49	C	D6	0.4	11.09	0.28	B
Stream C-AB		0.4	7.31	0.20	A		0.7	7.02	0.32	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

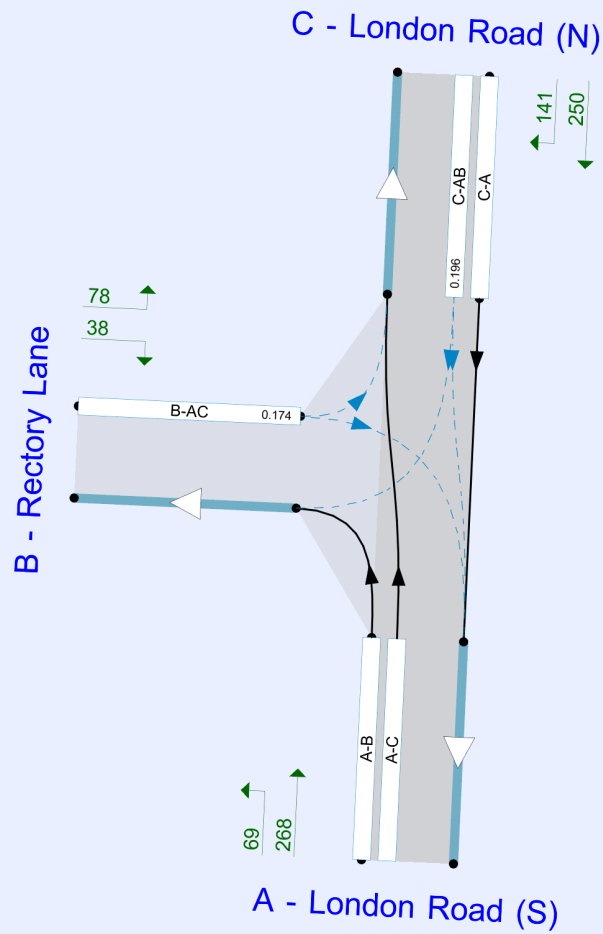
File summary

File Description

Title	Ashington, West Sussex
Location	
Site number	
Date	27/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	25-036
Enumerator	AzureAD\DanielAbendanoCeli
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2032	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2032	With Development	AM	ONE HOUR	07:45	09:15	15
D6	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 | Do Minimum | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.75	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.75	A

Arms

Arms

Arm	Name	Description	Arm type
A	London Road (S)		Major
B	Rectory Lane		Minor
C	London Road (N)		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - London Road (N)	7.00			150.7	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Rectory Lane	One lane	2.98	27	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	497	0.088	0.224	0.141	0.319
B-C	637	0.091	0.231	-	-
C-B	661	0.245	0.245	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Road (S)		✓	409	100.000
B - Rectory Lane		✓	177	100.000
C - London Road (N)		✓	239	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	24	385
	B - Rectory Lane	47	0	130
	C - London Road (N)	159	80	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	0	3
	B - Rectory Lane	0	0	2
	C - London Road (N)	4	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.42	13.35	0.7	B
C-AB	0.18	7.06	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	509	0.262	132	0.4	9.659	A
C-AB	73	0.00	667	0.110	73	0.2	6.597	A
C-A	107	0.00			107			
A-B	18	0.00			18			
A-C	290	0.00			290			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	492	0.324	159	0.5	10.945	B
C-AB	92	0.00	669	0.137	91	0.2	6.783	A
C-A	123	0.00			123			
A-B	22	0.00			22			
A-C	346	0.00			346			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	0.00	468	0.416	194	0.7	13.265	B
C-AB	119	0.00	672	0.177	119	0.3	7.061	A
C-A	144	0.00			144			
A-B	26	0.00			26			
A-C	424	0.00			424			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	195	0.00	468	0.416	195	0.7	13.350	B
C-AB	119	0.00	673	0.178	119	0.3	7.060	A
C-A	144	0.00			144			
A-B	26	0.00			26			
A-C	424	0.00			424			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	492	0.324	160	0.5	11.040	B
C-AB	92	0.00	669	0.137	92	0.2	6.775	A
C-A	123	0.00			123			
A-B	22	0.00			22			
A-C	346	0.00			346			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	133	0.00	509	0.262	134	0.4	9.761	A
C-AB	74	0.00	667	0.110	74	0.2	6.609	A
C-A	106	0.00			106			
A-B	18	0.00			18			
A-C	290	0.00			290			

2032 | Do Minimum | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		2.74	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.74	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Road (S)		✓	330	100.000
B - Rectory Lane		✓	101	100.000
C - London Road (N)		✓	368	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	62	268
	B - Rectory Lane	35	0	66
	C - London Road (N)	250	118	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	2	1
	B - Rectory Lane	3	0	2
	C - London Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	10.53	0.3	B
C-AB	0.27	6.49	0.5	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	501	0.152	75	0.2	8.650	A
C-AB	120	0.00	726	0.165	119	0.3	5.927	A
C-A	157	0.00			157			
A-B	47	0.00			47			
A-C	202	0.00			202			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	484	0.188	91	0.2	9.358	A
C-AB	153	0.00	740	0.206	152	0.3	6.129	A
C-A	178	0.00			178			
A-B	56	0.00			56			
A-C	241	0.00			241			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	461	0.241	111	0.3	10.510	B
C-AB	204	0.00	760	0.269	204	0.5	6.474	A
C-A	201	0.00			201			
A-B	68	0.00			68			
A-C	295	0.00			295			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	111	0.00	461	0.241	111	0.3	10.534	B
C-AB	204	0.00	760	0.269	204	0.5	6.487	A
C-A	201	0.00			201			
A-B	68	0.00			68			
A-C	295	0.00			295			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	484	0.188	91	0.2	9.386	A
C-AB	153	0.00	740	0.207	154	0.4	6.149	A
C-A	178	0.00			178			
A-B	56	0.00			56			
A-C	241	0.00			241			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	76	0.00	500	0.152	76	0.2	8.692	A
C-AB	120	0.00	726	0.166	121	0.3	5.956	A
C-A	157	0.00			157			
A-B	47	0.00			47			
A-C	202	0.00			202			

2032 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		4.70	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	4.70	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032	With Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Road (S)		✓	412	100.000
B - Rectory Lane		✓	210	100.000
C - London Road (N)		✓	251	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	27	385
	B - Rectory Lane	54	0	156
	C - London Road (N)	159	92	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	0	3
	B - Rectory Lane	0	0	2
	C - London Road (N)	4	10	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.49	15.42	1.0	C
C-AB	0.20	7.31	0.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	0.00	509	0.311	156	0.4	10.310	B
C-AB	84	0.00	666	0.127	84	0.2	6.725	A
C-A	105	0.00			105			
A-B	20	0.00			20			
A-C	290	0.00			290			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	189	0.00	492	0.384	188	0.6	12.001	B
C-AB	105	0.00	668	0.158	105	0.3	6.956	A
C-A	120	0.00			120			
A-B	24	0.00			24			
A-C	346	0.00			346			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	0.00	468	0.494	230	1.0	15.253	C
C-AB	137	0.00	672	0.204	137	0.4	7.308	A
C-A	139	0.00			139			
A-B	30	0.00			30			
A-C	424	0.00			424			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	231	0.00	468	0.494	231	1.0	15.419	C
C-AB	137	0.00	672	0.204	137	0.4	7.308	A
C-A	139	0.00			139			
A-B	30	0.00			30			
A-C	424	0.00			424			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	189	0.00	492	0.384	190	0.6	12.166	B
C-AB	106	0.00	668	0.158	106	0.3	6.953	A
C-A	120	0.00			120			
A-B	24	0.00			24			
A-C	346	0.00			346			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	158	0.00	509	0.311	159	0.5	10.461	B
C-AB	85	0.00	666	0.127	85	0.2	6.738	A
C-A	104	0.00			104			
A-B	20	0.00			20			
A-C	290	0.00			290			

2032 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way		3.25	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.25	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - London Road (S)		✓	337	100.000
B - Rectory Lane		✓	116	100.000
C - London Road (N)		✓	391	100.000

Origin-Destination Data

Demand (PCU/hr)

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	69	268
	B - Rectory Lane	38	0	78
	C - London Road (N)	250	141	0

Vehicle Mix

Heavy Vehicle %

	To			
		A - London Road (S)	B - Rectory Lane	C - London Road (N)
From	A - London Road (S)	0	2	1
	B - Rectory Lane	3	0	2
	C - London Road (N)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.28	11.09	0.4	B
C-AB	0.32	7.02	0.7	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	501	0.174	86	0.2	8.869	A
C-AB	143	0.00	725	0.198	142	0.3	6.173	A
C-A	151	0.00			151			
A-B	52	0.00			52			
A-C	202	0.00			202			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	484	0.215	104	0.3	9.687	A
C-AB	183	0.00	739	0.247	182	0.4	6.473	A
C-A	169	0.00			169			
A-B	62	0.00			62			
A-C	241	0.00			241			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	0.00	460	0.278	127	0.4	11.060	B
C-AB	244	0.00	759	0.322	244	0.6	6.996	A
C-A	186	0.00			186			
A-B	76	0.00			76			
A-C	295	0.00			295			

17:30 - 17:45

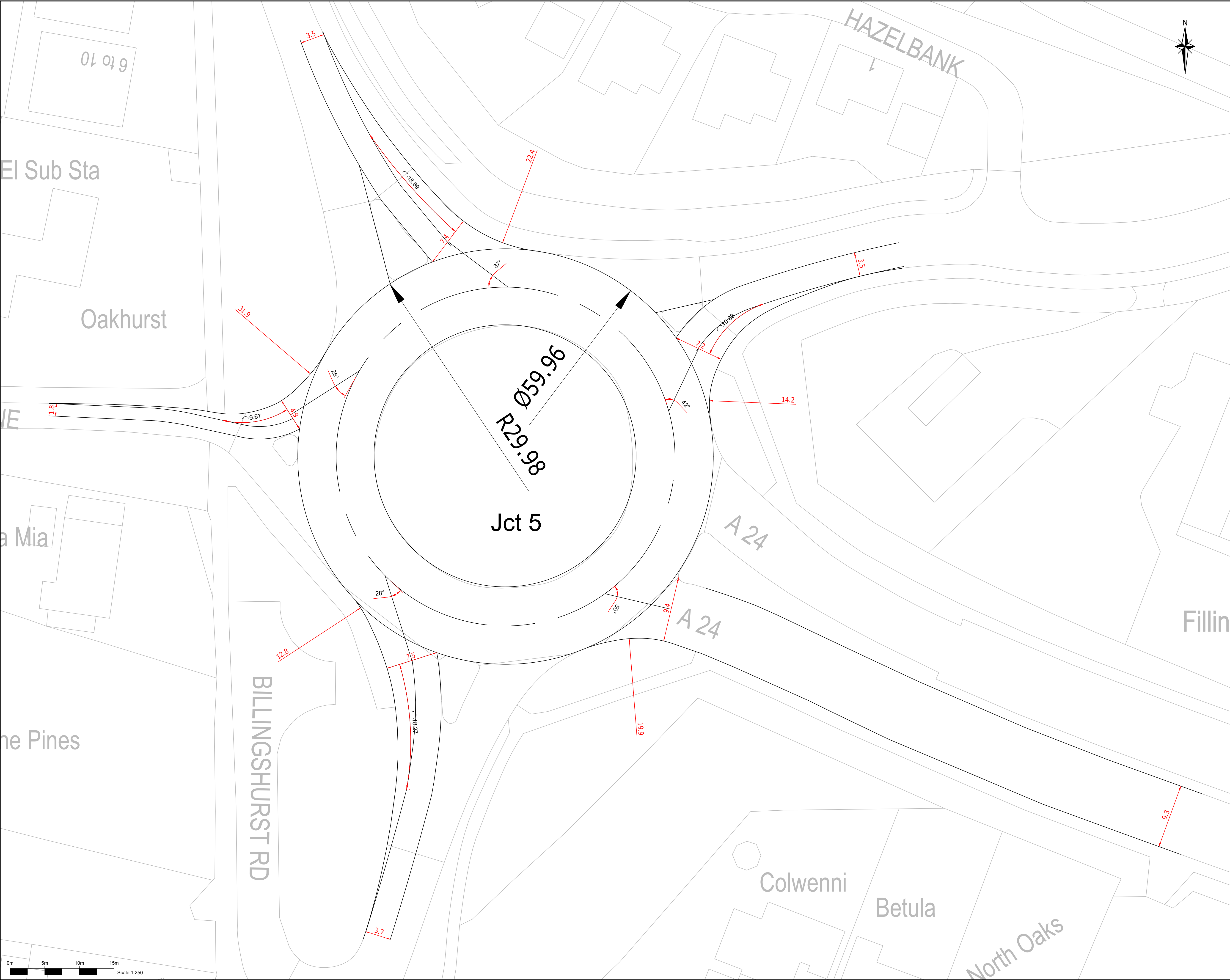
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	128	0.00	460	0.278	128	0.4	11.092	B
C-AB	245	0.00	759	0.322	245	0.7	7.017	A
C-A	186	0.00			186			
A-B	76	0.00			76			
A-C	295	0.00			295			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	104	0.00	484	0.216	105	0.3	9.727	A
C-AB	183	0.00	739	0.248	184	0.4	6.502	A
C-A	169	0.00			169			
A-B	62	0.00			62			
A-C	241	0.00			241			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	87	0.00	501	0.174	88	0.2	8.922	A
C-AB	144	0.00	725	0.198	144	0.3	6.212	A
C-A	151	0.00			151			
A-B	52	0.00			52			
A-C	202	0.00			202			



NOTES

Rev	Amendments	Dm	Chk	App	Date
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Charles & Associates

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Landmark House
Station Road
Holk
Hampshire
RG22 9HA
01256 638420

enquiries@o-a.uk.com
www.o-a.uk.com

Park House
Park Farm
East Malling Trust Estate
Broadstone Lane
Aylesford
Kent
ME20 6SN
01732 448120

Job Title

Ashington,
West Sussex

Drawing Title

B2133/London Road Roundabout
Junction Geometry

Client

Taylor Wimpey

Scale	1:250 @ A1	Date	Mar 2026	Designed	-
Drawn	DA	Checked		Approved	
Job No	25-036	Drawing No	25-036-007/E	Rev	-

Junctions 11									
ARCADY 11 - Roundabout Module									
Version: 11.0.0.2177									
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Filename: 25-036-ARC-001 Jct 5 London Road Roundabout.j11
 Path: P:\25-036 Ashington, West Sussex\Transport\Modelling\ARCADY
 Report generation date: 29/06/2026 14:33:40

- »2032 | Do Minimum | AM
- »2032 | Do Minimum | PM
- »2032 | With Development | AM
- »2032 | With Development | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2032 - Do Minimum									
1 - B2133	D3	0.2	1.80	0.15	A	D4	0.2	1.81	0.17	A
2 - London Road		0.6	3.78	0.38	A		0.3	2.84	0.21	A
3 - Ivy Lane		0.0	0.00	0.00	A		0.0	0.00	0.00	A
4 - Billinghamurst Road		0.4	3.45	0.26	A		0.5	3.46	0.34	A
5 - London Road		0.2	4.01	0.15	A		0.2	3.58	0.14	A
	2032 - With Development									
1 - B2133	D5	0.2	1.81	0.16	A	D6	0.2	1.83	0.18	A
2 - London Road		0.7	3.89	0.40	A		0.3	2.87	0.21	A
3 - Ivy Lane		0.0	0.00	0.00	A		0.0	0.00	0.00	A
4 - Billinghamurst Road		0.4	3.49	0.26	A		0.5	3.49	0.34	A
5 - London Road		0.2	4.06	0.15	A		0.2	3.61	0.14	A

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

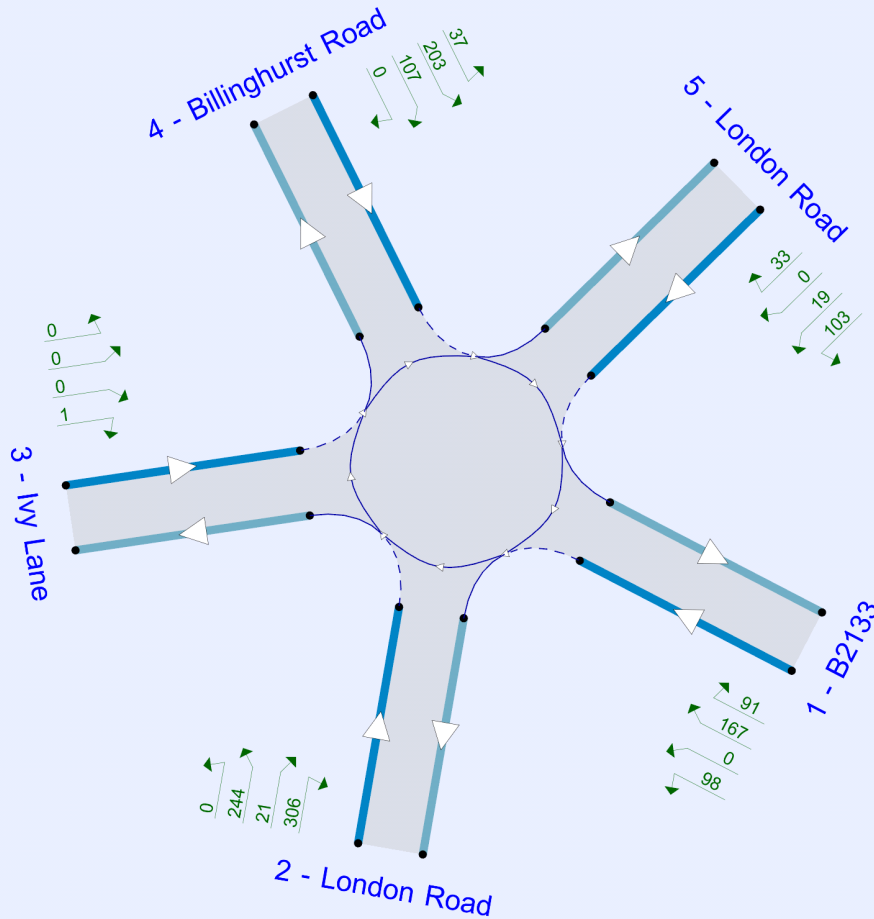
File summary

File Description

Title	Ashington, West Sussex
Location	
Site number	
Date	27/04/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	25-036
Enumerator	AzureAD\DanielAbendanoCeli
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin



Flows show original traffic demand (PCU/hr)

The junction diagram reflects the last run of Junctions.

Analysis Options

Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
		0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	07:45	09:15	15
D4	2032	Do Minimum	PM	ONE HOUR	16:45	18:15	15
D5	2032	With Development	AM	ONE HOUR	07:45	09:15	15
D6	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Analysis Set Details

ID	Network flow scaling factor (%)
A1	100.000

2032 | Do Minimum | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.22	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.22	A

Arms

Arms

Arm	Name	Description	No give-way line
1	B2133		
2	London Road		
3	Ivy Lane		
4	Billinghurst Road		
5	London Road		

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	I' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Entry only	Exit only
1 - B2133	9.40	9.40	0.0	19.9	60.0	50.0		
2 - London Road	3.70	7.50	18.3	12.8	60.0	28.0		
3 - Ivy Lane	2.00	4.90	9.7	31.9	60.0	28.0		
4 - Billinghurst Road	3.50	7.40	18.7	22.4	60.0	37.0		
5 - London Road	3.50	7.20	10.7	14.2	60.0	42.0		

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/hr)
1 - B2133	0.703	2650
2 - London Road	0.565	1775
3 - Ivy Lane	0.456	1081
4 - Billinghurst Road	0.558	1735
5 - London Road	0.505	1494

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D3	2032	Do Minimum	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2133		✓	355	100.000
2 - London Road		✓	549	100.000
3 - Ivy Lane		✓	1	100.000
4 - Billingham Road		✓	345	100.000
5 - London Road		✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
From	1 - B2133	9	88	0	167	91
	2 - London Road	284	4	0	240	21
	3 - Ivy Lane	0	1	0	0	0
	4 - Billingham Road	203	105	0	0	37
	5 - London Road	103	19	0	33	0

Vehicle Mix

Heavy Vehicle %

	To					
		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
From	1 - B2133	29	9	0	6	4
	2 - London Road	3	0	0	3	11
	3 - Ivy Lane	0	0	0	0	0
	4 - Billingham Road	5	3	0	0	19
	5 - London Road	13	12	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B2133	0.15	1.80	0.2	A
2 - London Road	0.38	3.78	0.6	A
3 - Ivy Lane	0.00	0.00	0.0	A
4 - Billingham Road	0.26	3.45	0.4	A
5 - London Road	0.15	4.01	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	267	121	2565	0.104	267	0.1	1.670	A
2 - London Road	413	225	1648	0.251	412	0.3	3.005	A
3 - Ivy Lane	0	637	790	0.000	0	0.0	0.000	A
4 - Billingham Road	260	307	1564	0.166	259	0.2	2.914	A
5 - London Road	117	454	1265	0.092	116	0.1	3.443	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	319	145	2548	0.125	319	0.2	1.722	A
2 - London Road	494	270	1623	0.304	493	0.4	3.291	A
3 - Ivy Lane	0	763	733	0.000	0	0.0	0.000	A
4 - Billingham Road	310	367	1530	0.203	310	0.3	3.118	A
5 - London Road	139	543	1220	0.114	139	0.1	3.659	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	391	177	2525	0.155	391	0.2	1.798	A
2 - London Road	604	330	1589	0.380	604	0.6	3.773	A
3 - Ivy Lane	0	934	655	0.000	0	0.0	0.000	A
4 - Billingham Road	380	450	1484	0.256	379	0.4	3.444	A
5 - London Road	171	665	1158	0.147	170	0.2	4.003	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	391	177	2525	0.155	391	0.2	1.798	A
2 - London Road	604	330	1589	0.381	604	0.6	3.776	A
3 - Ivy Lane	0	935	654	0.000	0	0.0	0.000	A
4 - Billingham Road	380	450	1484	0.256	380	0.4	3.445	A
5 - London Road	171	666	1158	0.147	171	0.2	4.006	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	319	145	2548	0.125	319	0.2	1.722	A
2 - London Road	494	270	1623	0.304	494	0.5	3.298	A
3 - Ivy Lane	0	764	732	0.000	0	0.0	0.000	A
4 - Billingham Road	310	368	1530	0.203	311	0.3	3.121	A
5 - London Road	139	545	1219	0.114	140	0.1	3.663	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	267	121	2565	0.104	267	0.1	1.671	A
2 - London Road	413	226	1647	0.251	414	0.3	3.015	A
3 - Ivy Lane	0	640	789	0.000	0	0.0	0.000	A
4 - Billingham Road	260	308	1563	0.166	260	0.2	2.921	A
5 - London Road	117	456	1264	0.092	117	0.1	3.449	A

2032 | Do Minimum | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.87	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.87	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D4	2032	Do Minimum	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2133		✓	372	100.000
2 - London Road		✓	305	100.000
3 - Ivy Lane		✓	0	100.000
4 - Billingham Road		✓	489	100.000
5 - London Road		✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
From	1 - B2133	8	162	1	139	62
	2 - London Road	109	1	0	153	42
	3 - Ivy Lane	0	0	0	0	0
	4 - Billingham Road	284	163	1	0	41
	5 - London Road	77	51	0	26	0

Vehicle Mix

Heavy Vehicle %

	To					
From		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
	1 - B2133	75	0	0	5	2
	2 - London Road	1	100	0	3	0
	3 - Ivy Lane	0	0	0	0	0
	4 - Billingham Road	3	0	0	0	3
	5 - London Road	1	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B2133	0.17	1.81	0.2	A
2 - London Road	0.21	2.84	0.3	A
3 - Ivy Lane	0.00	0.00	0.0	A
4 - Billingham Road	0.34	3.46	0.5	A
5 - London Road	0.14	3.58	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	280	182	2522	0.111	280	0.1	1.655	A
2 - London Road	230	178	1675	0.137	229	0.2	2.539	A
3 - Ivy Lane	0	406	896	0.000	0	0.0	0.000	A
4 - Billingham Road	368	167	1642	0.224	367	0.3	2.876	A
5 - London Road	116	425	1279	0.091	116	0.1	3.108	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	334	217	2497	0.134	334	0.2	1.715	A
2 - London Road	274	213	1655	0.166	274	0.2	2.659	A
3 - Ivy Lane	0	485	859	0.000	0	0.0	0.000	A
4 - Billingham Road	440	199	1624	0.271	439	0.4	3.098	A
5 - London Road	138	508	1237	0.112	138	0.1	3.291	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	410	266	2463	0.166	409	0.2	1.807	A
2 - London Road	336	261	1628	0.206	336	0.3	2.842	A
3 - Ivy Lane	0	594	810	0.000	0	0.0	0.000	A
4 - Billingham Road	538	244	1599	0.337	538	0.5	3.457	A
5 - London Road	170	623	1180	0.144	169	0.2	3.581	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	410	266	2462	0.166	410	0.2	1.807	A
2 - London Road	336	261	1628	0.206	336	0.3	2.842	A
3 - Ivy Lane	0	595	810	0.000	0	0.0	0.000	A
4 - Billingham Road	538	244	1599	0.337	538	0.5	3.460	A
5 - London Road	170	623	1179	0.144	170	0.2	3.582	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	334	218	2497	0.134	335	0.2	1.719	A
2 - London Road	274	213	1655	0.166	274	0.2	2.662	A
3 - Ivy Lane	0	486	859	0.000	0	0.0	0.000	A
4 - Billingham Road	440	200	1624	0.271	440	0.4	3.101	A
5 - London Road	138	509	1237	0.112	139	0.1	3.294	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	280	182	2522	0.111	280	0.1	1.655	A
2 - London Road	230	179	1674	0.137	230	0.2	2.542	A
3 - Ivy Lane	0	407	895	0.000	0	0.0	0.000	A
4 - Billingham Road	368	167	1642	0.224	368	0.3	2.884	A
5 - London Road	116	426	1279	0.091	116	0.1	3.111	A

2032 | With Development | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	3.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	3.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D5	2032	With Development	AM	ONE HOUR	07:45	09:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2133		✓	365	100.000
2 - London Road		✓	575	100.000
3 - Ivy Lane		✓	1	100.000
4 - Billingham Road		✓	347	100.000
5 - London Road		✓	155	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
From	1 - B2133	9	98	0	167	91
	2 - London Road	306	4	0	244	21
	3 - Ivy Lane	0	1	0	0	0
	4 - Billingham Road	203	107	0	0	37
	5 - London Road	103	19	0	33	0

Vehicle Mix

Heavy Vehicle %

	To					
		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
From	1 - B2133	29	9	0	6	4
	2 - London Road	3	0	0	3	11
	3 - Ivy Lane	0	0	0	0	0
	4 - Billingham Road	5	3	0	0	19
	5 - London Road	13	12	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B2133	0.16	1.81	0.2	A
2 - London Road	0.40	3.89	0.7	A
3 - Ivy Lane	0.00	0.00	0.0	A
4 - Billingham Road	0.26	3.49	0.4	A
5 - London Road	0.15	4.06	0.2	A

Main Results for each time segment

07:45 - 08:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	275	122	2564	0.107	274	0.1	1.678	A
2 - London Road	433	225	1648	0.263	431	0.4	3.051	A
3 - Ivy Lane	0	657	781	0.000	0	0.0	0.000	A
4 - Billingham Road	261	323	1555	0.168	260	0.2	2.938	A
5 - London Road	117	472	1256	0.093	116	0.1	3.468	A

08:00 - 08:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	328	146	2547	0.129	328	0.2	1.731	A
2 - London Road	517	270	1623	0.319	516	0.5	3.357	A
3 - Ivy Lane	0	786	722	0.000	0	0.0	0.000	A
4 - Billingham Road	312	387	1519	0.205	312	0.3	3.150	A
5 - London Road	139	565	1209	0.115	139	0.1	3.697	A

08:15 - 08:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	402	179	2524	0.159	402	0.2	1.810	A
2 - London Road	633	330	1589	0.399	632	0.7	3.883	A
3 - Ivy Lane	0	962	642	0.000	0	0.0	0.000	A
4 - Billingham Road	382	474	1471	0.260	382	0.4	3.494	A
5 - London Road	171	692	1145	0.149	170	0.2	4.058	A

08:30 - 08:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	402	179	2524	0.159	402	0.2	1.810	A
2 - London Road	633	330	1589	0.399	633	0.7	3.890	A
3 - Ivy Lane	0	963	641	0.000	0	0.0	0.000	A
4 - Billingham Road	382	475	1470	0.260	382	0.4	3.494	A
5 - London Road	171	693	1144	0.149	171	0.2	4.061	A

08:45 - 09:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	328	147	2547	0.129	328	0.2	1.731	A
2 - London Road	517	270	1623	0.319	518	0.5	3.368	A
3 - Ivy Lane	0	788	722	0.000	0	0.0	0.000	A
4 - Billingham Road	312	388	1519	0.205	312	0.3	3.154	A
5 - London Road	139	566	1208	0.115	140	0.1	3.700	A

09:00 - 09:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	275	123	2563	0.107	275	0.1	1.678	A
2 - London Road	433	226	1647	0.263	433	0.4	3.064	A
3 - Ivy Lane	0	659	780	0.000	0	0.0	0.000	A
4 - Billingham Road	261	325	1554	0.168	261	0.2	2.945	A
5 - London Road	117	474	1255	0.093	117	0.1	3.474	A

2032 | With Development | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	untitled	Standard Roundabout		1, 2, 3, 4, 5	2.88	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	2.88	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)
D6	2032	With Development	PM	ONE HOUR	16:45	18:15	15

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
1 - B2133		✓	391	100.000
2 - London Road		✓	317	100.000
3 - Ivy Lane		✓	0	100.000
4 - Billingham Road		✓	493	100.000
5 - London Road		✓	154	100.000

Origin-Destination Data

Demand (PCU/hr)

	To					
		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
From	1 - B2133	8	181	1	139	62
	2 - London Road	119	1	0	155	42
	3 - Ivy Lane	0	0	0	0	0
	4 - Billingham Road	284	167	1	0	41
	5 - London Road	77	51	0	26	0

Vehicle Mix

Heavy Vehicle %

	To					
From		1 - B2133	2 - London Road	3 - Ivy Lane	4 - Billingham Road	5 - London Road
	1 - B2133	75	0	0	5	2
	2 - London Road	1	100	0	3	0
	3 - Ivy Lane	0	0	0	0	0
	4 - Billingham Road	3	0	0	0	3
	5 - London Road	1	0	0	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
1 - B2133	0.18	1.83	0.2	A
2 - London Road	0.21	2.87	0.3	A
3 - Ivy Lane	0.00	0.00	0.0	A
4 - Billingham Road	0.34	3.49	0.5	A
5 - London Road	0.14	3.61	0.2	A

Main Results for each time segment

16:45 - 17:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	294	185	2520	0.117	294	0.1	1.664	A
2 - London Road	239	178	1675	0.143	238	0.2	2.554	A
3 - Ivy Lane	0	415	892	0.000	0	0.0	0.000	A
4 - Billingham Road	371	174	1638	0.227	370	0.3	2.891	A
5 - London Road	116	435	1274	0.091	116	0.1	3.122	A

17:00 - 17:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	352	221	2494	0.141	351	0.2	1.728	A
2 - London Road	285	213	1655	0.172	285	0.2	2.679	A
3 - Ivy Lane	0	496	855	0.000	0	0.0	0.000	A
4 - Billingham Road	443	208	1619	0.274	443	0.4	3.120	A
5 - London Road	138	521	1231	0.112	138	0.1	3.311	A

17:15 - 17:30

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	430	271	2460	0.175	430	0.2	1.825	A
2 - London Road	349	261	1628	0.214	349	0.3	2.870	A
3 - Ivy Lane	0	607	804	0.000	0	0.0	0.000	A
4 - Billingham Road	543	255	1593	0.341	542	0.5	3.491	A
5 - London Road	170	638	1172	0.145	169	0.2	3.608	A

17:30 - 17:45

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	430	271	2459	0.175	430	0.2	1.826	A
2 - London Road	349	261	1628	0.214	349	0.3	2.870	A
3 - Ivy Lane	0	608	804	0.000	0	0.0	0.000	A
4 - Billingham Road	543	255	1593	0.341	543	0.5	3.494	A
5 - London Road	170	639	1171	0.145	170	0.2	3.610	A

17:45 - 18:00

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	352	221	2494	0.141	352	0.2	1.729	A
2 - London Road	285	213	1655	0.172	285	0.2	2.683	A
3 - Ivy Lane	0	497	854	0.000	0	0.0	0.000	A
4 - Billingham Road	443	209	1619	0.274	444	0.4	3.126	A
5 - London Road	138	522	1230	0.113	139	0.1	3.316	A

18:00 - 18:15

Arm	Total Demand (PCU/hr)	Circulating flow (PCU/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - B2133	294	185	2519	0.117	294	0.1	1.667	A
2 - London Road	239	179	1674	0.143	239	0.2	2.559	A
3 - Ivy Lane	0	416	891	0.000	0	0.0	0.000	A
4 - Billingham Road	371	175	1638	0.227	372	0.3	2.898	A
5 - London Road	116	437	1273	0.091	116	0.1	3.125	A